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The China Mail
ESTABLISHED 1845
No. 27,174 HONG KONG, THURSDAY, MAY 9, 1929. PRICE \$3.00 Per Month.

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INTERFERENCE ON A STEAMER

SEQUEL TO FINE

APPLICATION FOR RE-HEARING OF THE SUMMONS

MAGISTRATE'S DECISION

In the Marine Court this morning the Hon. Commander G. F. Hole, R.N., heard certain points which Mr. Leo d'Almada, solicitor for the defence, raised in regard to an application for the re-hearing of the summons lodged against Mr. Chow Joo-hoo, manager of the San Nam S.S. Co., by Mr. A. G. Corbin, formerly Chief Officer of the "Charles Harcourt."

It will be recalled that the summons was heard some weeks ago in the same Court when defendant was found guilty and fined \$1,000.

Objection to Seal

Mr. d'Almada, in making an application for a re-hearing of the whole case, raised certain arguments with regard to the authority of a Marine Magistrate, and also whether the Marine Court was the authorised tribunal to hear a case of the description in which his client was involved. Mr. d'Almada also objected to the seal which was placed on the summons, stating that the seal used was that of the Harbour Office and not of the Marine Magistrate.

The Hon. Commander G. F. Hole, in refusing the application, said:—

"Having heard the evidence for the prosecution and no evidence being tendered by the defence and having heard the solicitor for the defendant I convicted the defendant on the charge of 'obstructing, impeding, or molesting, under Section 287 (Sub-Section 2) of the Merchant's Shipping Act 1894, and imposed a fine of \$1,000. This fine was paid. Later an application was made to review my decision. In support of such applications the following submissions have been made on behalf of the defendant.

1. That the document purporting to be the summons is defective in that (a) in form it is not the summons of the Court, but is a notice issued from the Marine Magistrate's office; (b) it is not signed by a Marine Magistrate; (c) it is not properly sealed; (d) the words 'did without lawful permission of the officer in charge go into the navigation bridge of the said ship' do not indicate any offence under the section quoted.
2. That I as Marine Magistrate and the only Marine Magistrate had no power to hear and determine the case.
3. That a proper Court to hear and determine the case could only be formed under Section 19 under the Merchant's Shipping Ordinance 1899, and that no such Court is or was in existence.

Reply to Submissions

On the above submission I have been referred to (1) Government notification No. 79, of February 11, 1927, as to the appointment of Commander Newell as a 'Magistrate.' (2) Sections 7, 8 and 9 of the Magistrate's Ordinance of 1890. (3) 'Gazette' Notification, of July 24, 1924, as to my appointment as Marine Magistrate. (4) The definition of 'Magistrate' in the Interpretation Ordinance of 1911. (5) Sub-Section 2(A) and 2(B) Section 41 of the Merchant's Shipping Ordinance of 1899 read together with Sub-Section 3 of that Ordinance.

Dealing with the objections to the summons, I find that just as 'Harbour Office' it is and has for many years (see Government Notification 604 of 1906 'Gazette' of July 13, 1906) been given the name of the building which houses the Harbour Master and the Harbour Department and contains his Court Room, so Marine Magistrate's Office has been used to designate this Court Room or Court House and the Marine Magistrate's Office.

Further I find the summons signed by Commander Newell, who is Deputy Harbour Master and who is a Marine Magistrate, vide Section 8 of the Magistrate's Ordinance, 1890, as amended by Ordinances No. 2 of 1926 and No. 23 of 1927, commences (8) the Harbour Master, the Deputy Harbour Master, the Assistant Harbour Master shall each of them be a Marine Magistrate.

"WHEAT POOL"

CANADIAN AND AUSTRALIAN SUPPLIES HELD UP

ARGENTINE COMES IN

London, Yesterday.

The newspapers give prominence to the fall in the price of wheat, especially from Canada, where there has been serious grain congestion owing to the lack of orders from Overseas.

The development is attributed, primarily, to attempts by Canadian and Australian wheat pools to hold up supplies and to Europe refusing to buy at their prices. Meanwhile, a huge amount of Argentine grain has been landed at Liverpool at lower prices than has been asked for Canadian wheat.—Reuter.

BRITISH POLITICS

NEW ELECTORATES NOW REGISTERED

WOMEN VOTERS

London, Yesterday.

Another batch of 28 constituencies have registered their new electorates at Somerset House to-day, bringing the total number of constituencies, for which returns have been received, to 402 with an aggregate electorate of 19,711,522 in which women voters, numbering 10,441,214, have a majority of 4,170,906.—British Wireless Service.

THEIR MAJESTIES

LEAVING FOR WINDSOR NEXT WEEK

CHANGE OF DATE

London, Yesterday.

Their Majesties will leave Bognor for Windsor on May 15.—Reuter.

[It was originally intended that the change should be effected on the 17th inst.]

FOR TRIAL

ALLEGED BOMB THROWERS COMMITTED

New Delhi, Yesterday.

Bhaga Singh and Butuke Shara Dutt have been committed for trial in connection with the recent bomb outrage in the Indian Legislative Assembly.—Reuter.

Ordinance extends to proceedings before a Marine Magistrate, a seal is not essential.

Further, I find that the words in the charge to which objection has been taken are relevant particulars to the charge of the 'obstructing, impeding or molesting' under Section 287 (2) of the Merchant Shipping Act, 1894, and where and are so regarded by me.

I overrule the objection of the summons on the foregoing findings, if it is necessary to confine myself to such findings; I do not think that I am so confined.

I hold under Section 41, 2(A) of the Merchant's Shipping Ordinance, 1899, 'The procedure established by the Magistrate Ordinance, 1890,' applied to this case, and that under Section 22 of that Ordinance the objections cannot be taken or allowed. Further more, I find that the defendant having duly appeared to answer this charge the summons itself is relevant.

Case Properly Taken

Dealing with objection (2) I find that the words 'the Magistrate in Section 41, (2) of Merchant's Shipping Ordinance of 1899 include Marine Magistrate vide Section 2 F, of that Ordinance and that the case was properly taken by me. Dealing with objection (3) I find that Section 19 of the Merchant's Shipping Ordinance of 1899 relates to Marine Courts of Survey and Inquiry and has no bearing on the Marine Magistrate Court or the Marine Magistrate.

Furthermore, I find that this Court is the recognised open Court House that Marine Magistrates have been and are accustomed to sit to hear and determine summary information and complaints within their jurisdiction and that this Court is the proper Court of the Marine Magistrate and that the proceedings objected to were properly held therein.

Application for rehearing is not allowed.

Mr. Hall-Brutton, was present in Court, as representing the complainant, Mr. Corbin.

LOCAL INSURANCE BUSINESS

ANNUAL REPORT

CHINA UNDERWRITERS REVIEW YEAR'S WORKING

BRIGHT FUTURE

The fifth annual ordinary meeting, of shareholders in the China Underwriters, Limited, was held this morning in the offices of Messrs. Sheehan, Tomes & Co., Ltd. Mr. G. R. Sheehan (Chairman) presided and he was supported by the following Directors:—Messrs. Allan Cameron, Li Tse-fong, Tsang Foo, Mok Ching-kwong, A. A. R. Botelho, C. P. Marcel, H. R. Sturt, F.I.A., (Manager), and F. R. Childe, A.I.A., (Secretary).

Shareholders present were Messrs. Allan Keith, J. W. Sheehan, A. L. Shields, L. S. Greenhill, L. C. F. Bellamy, J. F. Wright, Wong Oi-kut, M. A. Figueroa, F. J. Tavares, J. Toppin, A. A. Botelho, and A. H. Rummah.

After the Secretary had read the notice convening the meeting, the Chairman addressed the meeting as follows:—

Chairman's Speech

As on the last occasion, we have converted all silver currency figures to Hong Kong dollars and all Gold currency figures to sterling at the parties. The gold and silver figures have then been converted for convenience or reference to Hong Kong dollars at the rate ruling at December 31, 1928, namely, 2/0 1/4. As the rate differs slightly from that at which the figures were combined on December 31, 1927, we have, for the sake of continuity shown the figures brought forward at last year's rate and carried the difference to exchange account.

We suggested last year combining the accounts of the Marine Fire and Accident Departments, but on consideration feel that the figures are more informative if we continue to follow the practice of Home Companies and publish them separately.

In the Life Department the premium received during the year after deducting Reassurances amounted to \$425,161 an increase of \$47,208 over the figures for 1927.

Expenses show an increase of \$51,413 but the bulk of this increase represents expenses incurred in extending the scope of our operations and will either be non-recurrent or will be represented by an increase in business.

Confident of the Future

After bearing this increased expenditure the Income in the Department has exceeded the outgo by \$15,278 which has been written off Establishment of Life Business Account. The Department is progressing in the right direction and we have confidence in its future.

The net premiums in the Marine Department amounted to \$169,890 compared with \$120,271 in 1927. The Claims experience which must necessarily be fluctuating in a small account has been unfavourable compared with last year. After putting up Reserves of \$109,814 for unexpired risks the Account shows a debit to Profit and Loss of \$7,516.

The net premiums received from the Fire Department amounted to \$79,488 against \$81,819 in 1927. Claims at \$87,506 compares with \$44,558 last year. After setting up Reserves of \$31,787 for unexpired risks the sum of \$914 was carried to the credit of Profit and Loss. From its commencement this Department has shown a small profit and has borne a share of the executive expenses.

Profit for the First Time

The net premium received in the Accident Department amounted to \$24,979 against \$13,146 in 1927. After putting up Reserves of \$10,991 for unexpired risks the account shows a credit to Profit and Loss of \$212. This is the first time the Department has shown a profit and in view of the fact that the premium income has practically doubled for the third year in succession the Department may be said to be making satisfactory progress.

After transferring the amount referred to above to the Marine Reserves the debit to Profit and Loss is reduced by \$9,780 from \$47,243 to \$37,463.

In conclusion I should like to place on record our appreciation of the loyal co-operation of the Branch Managers, Secretaries, Agents and Staff in our various branches.

I have now the pleasure to propose the adoption of the Report and Accounts of the Company for the year ending December 31, 1928, as presented, and when that has been

KWANGSI MARCH ON CANTON

SHIU HING FALLS

NAVY REPORTED TO HAVE DECLARED NEUTRALITY

OMINOUS RETREAT

A Canton message of yesterday's date, received by the British Naval authorities, here states that the stoppage of traffic on the Canton-Kowloon Railway is believed to be due to an advance against Canton by General Hsu King-tong's forces on the East River.

Shiu Hing is reported to have been captured by the Kwangsi troops, and the Cantonese are retreating.

The Chinese Navy in Canton is said to have declared its neutrality. Central Bank notes are unacceptable in Canton at present.

A Kwangtung Set-Back

Our Canton correspondent writes under yesterday's date:—

The Kwangtung troops which left in great numbers for the front at Hsu Hing on Friday and Saturday have retreated back to Canton after practically no fighting. The retreating

MORE RAIN

This morning's weather report from the Royal Observatory states:

Pressure remains highest to the East of Japan and the Bonins and relatively low over China generally. The depression remains over Tongking.

Forecast:—S. or variable winds, light to moderate; cloudy; rain.

ing troops took over four hours to march past by Shamen on the Sha Kee Road; they appeared perfectly fresh and by no means dispirited, which makes it difficult to comprehend their retirement.

Reinforcements for Canton

Confirmation of the fall of Shiu Hing is contained in the 'Industrious' and 'Commercial Daily Press' which states that Wong Yuk-cho's troops marched from Taklung on the evening of the 6th inst. and captured Yuehsing, close to Shu-hing, at 3 o'clock on Tuesday morning. They are now in Lukpo and are fighting with the Kwangtung troops under Heung Hon-ping.

Two divisions commanded by Chiang Ting-wen and Li Ming-shui have been sent south by the Central Government on board the Gunboat 'Haiyung.' They were expected in Pakhoi on Wednesday and will proceed to Ningshan to attack Kwangsi with Kweilin as their objective.

RAINFALL TO 10 A.M. 0.60 INCH

1929 rainfall 8.43 inches

Average 13.98 inches

Deficit 5.55 inches

Don't waste water!

NINGHSIA TAKEN

MOHAMMEDAN REBELS TURN OVER

NANKING'S CLAIM

Nanking, Yesterday.

It is reliably reported that the Kuomintang troops have recaptured Ninghsia from the Mohammedan rebels.

The Mohammedan rebels, who have turned over, reorganised into the Kuomintang.—Reuter.

seconded I shall be pleased to answer any questions that shareholders may wish to ask.

Other Business

The adoption of the report and accounts was proposed by the Chairman, and seconded by Mr. H. J. M. de Figueiredo.

On the proposal of Mr. Bellamy and seconded by Mr. Wright, Messrs. C. A. de Roza, A. A. R. Botelho and Mok Ching-kwong were re-elected to the Board of Directors.

Messrs. Lowe, Bingham and Matthews, and Messrs. Percy Smith, Seth and Fleming were re-elected to be auditors of the Company at the yearly remuneration of \$750 each, on the proposal of Mr. Greenhill, seconded by Mr. Wong Oi-kut.

CORPORAL'S DEFENCE IN TRIAL

NO WITNESSES

RELIES ON EVIDENCE ALREADY BEFORE COURT

ARGUMENT ON LAW

Major G. M. Ogilvie, K.O.S.B., President of Regimental Institute from October, 1926 to October, 1928, took his seat at the witness's table for the third time this morning when the District Court Martial resumed its sitting at Scandal Point in connection with the trial of Corporal Charles Hendry, of the same regiment, who is charged on numerous counts of the alleged embezzlement of moneys amounting to \$1,300, whilst acting as the P.R.I.'s clerk during 1928.

Mr. R. A. Wadeson, prosecuting for Capt. Perfect, K.O.S.B., announced that he had completed his re-examination of Major Ogilvie.

The Judge Advocate (Mr. Fitzroy) then read out his notes of the evidence given by Major Ogilvie, and this occupied an hour and a quarter.

Alteration in Evidence

Major Ogilvie requested to be allowed to make an alteration in that part of his evidence in which the Judge Advocate had recorded that 'billiards receipts payments were always made to the clerk.' The witness wished the word 'nearly' inserted before the word 'always.'

Mr. Strellett, for the defence, objected. He said that it was a question of what the witness had actually said.

Mr. Fitzroy said that he did not propose to make the insertion in the deposition itself, but would enter it as a footnote to the effect that the witness had requested that the statement 'payments always made to the clerk' be altered to read 'payments nearly always made to the clerk.'

Mr. Strellett did not object to this course.

After the reading of the notes of the Major's evidence, Mr. Wadeson announced that the case for the prosecution was closed.

Procedure by Defence

Addressing Corporal Hendry, Major Todd, the President of the Court said: 'You can either give evidence on oath or make a statement on which no questions would be asked.'

Mr. Strellett: The defence is going to rely on the evidence already given before the Court.

Major Todd (to accused): Do you apply to give evidence yourself?—No, Sir.

Do you intend to call any witnesses in your defence?—No, Sir.

Major Todd (to Mr. Strellett): Is he going to give a statement?—He does not elect to.

Addressing the Court, Mr. Strellett then said that he wished to deal with law and not fact. His first submission would be that the first set of charges against the accused had not been proved.

Fact v. Law

Mr. Fitzroy interposed to say that that was a question of fact. Unless Mr. Strellett was going to say that there was no evidence, he would have to say that the position was such that the charges could not possibly be true. There was evidence on those charges, he reminded counsel.

Mr. Strellett was still arguing on law when the Court adjourned.

Warning from Court

Yesterday afternoon Mr. Strellett continued his cross-examination of Major Ogilvie, P.R.I., K.O.S.B., from October, 1926, to October, 1928, when he was relieved by Major Lake.

At the opening the Judge Advocate, Mr. Somerset Fitzroy, said to Major Ogilvie: 'Should there be anything in your answers which may be incriminating, you can object, as the result of this advice, Major Ogilvie declined to answer several questions put to him by counsel for the accused.'

Major Ogilvie said, in reply to Mr. Strellett, that there might have been times when he personally received cash for the billiards account, but it was the usual custom for the clerk to receive the money. He could not remember whether he received any money between January and November, 1928.

Mr. Strellett asked how the Major checked the entries in the billiards account at the end of each

PEMBROKE DOCK

TO BE TAKEN OVER AS AN AIR STATION

STATEMENT BY "FIRST LORD"

London, Yesterday.

Mr. W. C. Bridgeman, First Lord of Admiralty, stated that it had now been definitely decided that the Air Ministry should take over Pembroke Dockyard as an air station.

The development of this, as of any other air base, had of course to be a gradual process. He understood that the Air Ministry were proceeding with the preliminary arrangements.—British Wireless Service.

AMERICA'S SENATE

IGNORING PRES. HOOVER'S WISHES

FARM RELIEF BILL

Washington, Yesterday.

Ignoring Pres. Hoover's wishes, the Senate has resolved to retain the controversial export debenture plan contained in the Farm Relief Bill, which was banned by the House of Representatives.

The plan is a kind of bounty or thinly disguised subsidy.—Reuter's American Service.

DEAD SEA SALTS

DOCUMENTS RELATING TO THE CONCESSION

FOR 75 YEARS

London, Yesterday.

Documents relating to Dead Sea salts concession, issued to-day, show that the concession is to be for 75 years.—British Wireless Service.

month, but the Judge Advocate said that that was not a fair question.

Declines To Answer

Asked if he had checked the entries at all, the Major objected to the question and declined to answer.

In reply to other questions, Major Ogilvie said that the accused had not to his knowledge given him any false or misleading explanations of entries in the books. Witness added that when he handed over to Major Lake he had no reason to believe that there was anything wrong with any of the accounts.

The balance sheets drawn up quarterly, Major Ogilvie said, purported to show outstanding accounts 'in so far as they are known.'

Accused's Duties

Asked if the accused was in attendance at the P.R.I.'s office every day witness replied that sometimes he had other duties. It was very likely that accused had been in attendance on Sunday morning also, but he was not obliged to be there. In addition to his work in the P.R.I.'s office, accused was also clerk to the messing officers. That had nothing to do with the P.R.I., and accused kept a different set of books.

In reply to other questions, the Major said that accused kept his books in a black tin box in the office, and he believed he kept his cash in that box too, but he never checked the contents. He did not always sit in his office. He was in and out, doing other jobs. He should think, however, that he did stay there more than one hour at a time. It was quite wrong to say that the average time he spent each day in his office was half-an-hour.

Mr. Strellett: Would it be true to say that for three or four days at a stretch you did not go to the office at all?

"Prefer Not To Answer"

Major Ogilvie did not answer, and when asked if it was a fact that the routine work was left entirely to the accused, said: 'I prefer not to answer.'

The Major could not say definitely if he had ever questioned any receipt, payment, or entry during the time that accused was his clerk. The latter was present with the books and vouchers at the audit of the accounts.

The Major was then re-examined by Mr. Wadeson, prosecuting for Capt. Perfect, and during this examination Mr. Strellett strongly objected to Mr. Wadeson putting what he called 'leading questions' to the witness.

Mr. Fitzroy: I have not put anything down. The Court has a full knowledge of the matter and there is no need to put this down.

U.S. CHALLENGED BY BRITAIN

GOLF STRUGGLE

LESSER LIGHTS SUPPORT BRITISH STALWARTS

LATEST PERFORMANCES

Edinburgh, Yesterday.

At Muirfield, 'Can Mitchell at length capture the Open title?' was the query echoed by several thousands, most of whom rushed to watch him when news of his great golf in the first round of the competition proper spread.

As soon as the crowd arrived Mitchell took seven, including three putts at the ninth hole, from ten yards. However, he came again with tremendous wooden club play, and led the early field.

Later other good cards were returned showing that a number of lesser prominent players had backed up the British challenge to the American visitors, notably Williamson (Notts), Bingham (Stourbridge), Twine (a Bromley amateur), and Mark Seymour (Abe Mitchell's half-brother).

New Course Record

A. Alliss (British) broke the Muirfield course record, returning a score of 69.

Principal Scores

The following are the principal scores thus far:—

A. Alliss (British)	69
Jim Barnes (American)	71
Leo Diegel (American)	71
Abe Mitchell (British)	72
H. C. Tolly (British)	72
Johnny Farrell (American)	72
Ed. Dudley (American)	72
Gene Sarazen (American)	73
Macdonald Smith (American)	73
A. Watrous (American)	73
R. Cruickshank (American)	73
Williamson, Notts (British)	73
Bingham, Stourbridge (British)	73
Johnny Golden (American)	74
Melhorn (American)	74
Aubrey Bommer (British)	74
C. J. H. Tolley (British)	74
Twine, Bromley amateur (British)	74
Taggart, Wilmshurst (British)	75
Walter Hagen (American)	75
Armour (American)	75
Mark Seymour (British)	75
Horton Smith (American)	75
Archie Compston (British)	75
Reg. Whitcombe (British)	77
J. Jurado (Argentine)	77
Chas. Whitcombe (British)	77
A. L. Espinosa (American)	77
Fred. Robson (British)	78
Joe Turnesa (American)	78
Geo. Duncan (British)	78
Von Elm (American)	79
T. H. Coburn (British)	79
T. P. Perkins, amateur (British)	79

COMPSTON V. HAGEN

Three Matches for £1,000 A Side This Year

Archie Compston (Britain) and Walter Hagen (America) are to meet again. They will play three matches, each over 36 holes, during the early part of the year, for a side-stake, it is understood, of £1,000.

One of the games will be decided on the Moor Park course, Rickmansworth, and another at Blackwell, Birmingham, while the third course has not yet been definitely decided upon.

Compston said recently that his backing would amount to at least another £4,000.

On the occasion of the previous meeting of Compston and Hagen at Moor Park, in April, last year, the American was beaten by 18 and 17 in a match over 72 holes for £500.

BOMBAY STRIKE

TRADES DISPUTE BILL TO BE ENFORCED

MOPLAHS JOIN IN

Simla, Yesterday.

A 'Gazette Extraordinary' announces that the Trades Disputes Act will be enforced immediately.

Bombay, Yesterday.

The Moplahs in South India, who were responsible for a serious rebellion in 1921, figured yesterday in a conflict with Hindus. Several were seriously wounded. The police fired and killed one Moplah, and subsequently charged the crowds with bayonets and swords.—Reuter.

AT DUMDUM

THE AUSTRALIAN FLIGHT FROM ENGLAND

Calcutta, Yesterday.

The Australians, Flight-Lieut. Moir and Flight-Officer Owen, have landed at Dumdum. They left England on March 18, in an attempt to fly to Australia in 12 days.—Reuter.

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MISCELLANEOUS.

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Our men are employed by the leading passenger lines. We guarantee satisfaction.

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Street, Yau-mat
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Man Street.

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(For Ladies & Gents.)
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Your Visit is cordially welcomed
when you will see that our Train-
ed Female Hair Dressers give
you every satisfaction.

Business Hours:—
8 a.m. to 7 p.m. on week days.
12 noon to 5 p.m. on Sundays.

NOTICES.

NOTICE.

THE DRAW for the BUICK
CAR No. 553 is POSTPONED
till MONDAY, June 3rd.
Hong Kong, 8th May, 1929.

NOTICE.

AS from This Date Mr. B. L.
SETON-WINTON has severed
his connection with our firm
by mutual consent and his Powers
of Attorney for the undersigned
are duly revoked.

S. J. DAVID & CO.,
A. J. DAVID,
ARCHIBALD DAVID.

Hong Kong, May 1, 1929.

HONG KONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY GENERAL
MEETING of Voting Members
will be held in the Jockey Club
Room, Hong Kong Club Annex, on
FRIDAY, 17th May, 1929, at 5.10
p.m.

By Order,
C. B. BROWN,
Secretary.

Hong Kong, 30th April, 1929.

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-EIGHTH ORDINARY
GENERAL MEETING of
Shareholders will be held at
the Offices of the undersigned on
THURSDAY, the 23rd May, 1929,
at Noon, for the purpose of re-
ceiving the Report of the General
Agents, together with a Statement
of Accounts for the year ended
the 31st December, 1928.

THE SHARE REGISTER and
TRANSFER BOOKS will be
CLOSED from the 9th to the 23rd
May, 1929, both days inclusive.

JARDINE MATHESON &
CO., LTD.
General Agents.
Hong Kong, 2nd May, 1929.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received
instructions to sell by Public
Auction

ON

SATURDAY, the 11th May, 1929,
commencing at 11 a.m.,
at their Sales Room,
Duddell Street.

A Quantity of Lady's Silk
Dresses, Cut Glass Ware, Electro
Plated Ware and Woollen Piece
Goods, etc.

On View from Friday, the 10th
May, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS.

Auctioneers.
Hong Kong, 7th May, 1929.

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FRENCH VETERANS

"LA FLAMME" TRIBUTE TO BRITISH FALLEN

ENTENTE-ANNIVERSARY

There were memorable scenes
in Westminster Hall, in the Abbey,
and around the Cenotaph, where a
delegation of 900 members of
French ex-Service men's organiza-
tions, with General Gouraud,
Military Governor of Paris, at their
head, did homage to the memory of
the British who fell in the War.
The visit was inspired by the British
pilgrimage to France and
Flanders last year, in which the
Prince of Wales took part.

The delegation was organized by
"La Flamme," a committee re-
presenting the 520 ex-Service men's
associations in France and was ac-
companied by the band of 110th
Regiment of French Infantry, 84
strong.

Major-General Clive said he
thought he was well qualified from
one point of view, to be the inter-

DON'T WASTE WATER!

preter of the good wishes of wel-
come from the British Government,
and the Army Council, because he
thought that no British subject had
received so much sympathy and
generosity at the hands of France
as he. For 15 years, at Geneva and
elsewhere, he had been constantly
in close and friendly contact with
the French representatives, and the
work of linking up the two nations
had filled him with a feeling of
deep affection for the French. He
continued:—

"You have come to London to
honour the memory of our dead and
to renew the relations which unite
our countries. We thank you, and
we hope that during your visit you
will have the occasion to renew the
friendships which you formed in the
days when you fought side by side.
We hope that this visit will be the
precedent for many others, either
individual or collective. The time
of your visit is particularly happy.
Last Friday at Cannes the 25th
anniversary of the birth of the En-
tente Cordiale was celebrated. If
its parents could see their child
to-day they could say with Cyranos,
'This now-born child has grown into
a little Hercules.' Your visit
also follows very closely the unfor-
gettable event of the past week—
the funeral of Marshal Foch. His-
tory does not furnish such an
example of homage and admiration
of millions of people of different
nations expressing themselves in a
way so impressive. By this de-
monstration, so imaginative, so
spontaneous, you have raised a
monument unique and imperishable,
which Foch, as illustrious by his
character as by his military
achievements, would appreciate and
approve of more than any others."

Long Live the Flame

Lord Jellicoe, welcoming the de-
legates in the name of the British
Legion, said:—"It is you who light
every day the sacred flame which
burns to the eternal memory of the
sons of France who fell in the
Great War. Let me tell you that
the homage which you render to the
dead of your Allies helps also to
make the flame of comradeship
shine, to which the War gave birth.
In spite of the misunderstandings
which occasionally happen we ex-
soldiers know that we are bound
together because we have fought
side by side. And that comrades-
hip, if it is used in a tolerant and
generous way, can be one of the
finest means of preserving peace
and increasing the goodwill which
statesmen should use. We hope you
are rejoicing in your unity here, and
we thank your distinguished leader,
General Gouraud, and his friends
for their presence here to-day. Long
live the Flame."

General Gouraud, in reply, first
explained the origin of "La Flam-
me," the movement for keeping
alive the flame of remembrance at
the tomb of the Unknown Warrior
in Paris. How was it possible, he
asked, that two people who had
shed their blood together on the
battlefield should cease that friend-
ship? To-day Entente Cordiale
was stronger than ever, and all
Frenchmen were eager to streng-
then it. General Gouraud paid per-
sonal tributes to the memory of
Lord Haig and to Field-Marshal
Birdwood, and in conclusion ex-
pressed the gratification that the
French people felt at the recovery
of the King from his illness. "May
God protect him; long live the
King," said General Gouraud, and a
loud cheer from the delegation
followed.

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MODERN EDUCATION

WRONG TRAINING FOR THE BUSINESS LIFE

PUBLIC SCHOOLS' CRITICISM

"Knowledge of a foreign lan-
guage" said Sir Harold Bowden, in
an address on "Salesmanship and
Foreign Languages" before the In-
stitute of Linguists at the King-
way Hall recently, "is not an end,
but a means to an end. It is only a
preliminary to getting to know
something of the people who speak
that language. You learn most
from travelling or living in the
country and mixing with the
people."

By way of practical illustration
Sir Harold Bowden spoke through-
out in French. He said he had al-
ways felt that there was too broad
a gulf between the commercial
world and the academic—not in the
matter of languages alone, but,
generally speaking, in the concep-
tion which the educationist had of
education as a preparation for a
practical life.

"It is more especially of public
school and university authorities
that I am thinking," he continued,
"when I say that they have perhaps
been apt to regard education too
much as an end in itself. Our boys
and young men should have their
education directed by people who at
least take some interest in the
question of what career their pupils
are destined for. I believe it is the
rule rather than the exception that
headmasters and housemasters at
the public schools assume that the
future career of their boys is no
practical concern of theirs."

"Hundreds of comparatively well-
educated young men enter their
names at Public School or Univer-
sity Appointments Boards, having
no particular qualifications and no
knowledge of the sort of post they
could, or even would like to, fill.

General Culture

"I am not in the least underrating
the value of general education, but
I do not see why the foundations of
a general culture should not be laid
at the same time as a youth is be-
ing equipped with special qualifica-
tions which would turn him out an
asset rather than a liability in the
commercial world."

"It should be possible for every
schoolboy destined for a commercial
career to acquire a conversational
knowledge of at least one modern
language, and possibly also some
elementary knowledge of econo-
mics or commercial practice, with-
out impairing his general educa-
tional foundations."

"This is a matter in which em-
ployers generally by showing their
practical readiness to prefer young
men with some previous training,
could encourage a modification of
the pedagogic attitude of detach-
ment towards commercial affairs."

Sir Harold suggested that the
Institute might play a useful part
in bringing together headmasters,
university authorities, and com-
mercial leaders with a view to im-
proving the commercial value of
our public school and university
youths. Too many of these
potentially valuable men were lost
to industry through their initial
unfitness for business careers.

Mr. Tom Shaw, M.P., who spoke
in French and English, said it was
the most elementary common sense
in the world that a good working
knowledge of foreign languages
was what was needed.

"Unless we have the wit to do
what is being urged to-day, then,
as the Prayer Book says, 'there is
no health in us,' he declared.
"We have to get down to the
fact; get our noses to the grind-
stone; work as the other fellow
works; and understand the peoples
as our competitors try to under-
stand them, or, more and more, our
people will go short of the food and
work they need."



Ruth Elder, woman Ayer, now mak-
ing films.

"CANNOT THREATEN"

ACRIMONIOUS EXCHANGE OF WORDS IN SENATE

MOTION THROWN OUT

Washington, May 1.
The staid upper house of Con-
gress put aside its dignity for an
hour to-day while two members of
the Democratic minority engaged in
a personal exchange, during a
debate, on the merits and de-
merits of the Roman Catholic
Church.

Acrimonious statements came
after the Senate had decided by 69
to 14 votes, defeating a resolu-
tion introduced last month by
Senator J. Thomas Heflin, Demo-
crat of Alabama, demanding that
the upper house should go on re-
cord with a vote of censure
against unknown persons who
threw an empty bottle at him
during a recent Anti-Catholic
speech in Brocton, Mass.

After the roll-call Senator
Heflin was given the floor for his
long-threatened expose of Roman
Catholic influence in the Congress.

"The vote this body has just
taken," the Alabama Senator as-
serted, "while many members
smiled in apparent bored indig-
ence, 'indicates that the Roman
authorities have made, and are
making, inroads into the very
stronghold of the government. A
clarion call has penetrated the
Senate preparing the way for
some Mussolini to come forth and
deliver this city to the Roman
Church.'"

Senator Millard E. Tydings, De-
mocrat of Maryland, replied to his
colleague, declaring he considered
Senator Heflin's remarks a per-
sonal affront.

"I want the Senator from
Alabama to know he cannot
threaten me a damned bit with
such talk," Senator Tydings said.
Senator Tydings is an Episco-
palian.—United Press.



Miss Juliette Compton, beautiful
British importation, has brought her-
self and her voice to America where
she will work in Hollywood. She is
wearing one of those new creations in
veils which are all the rage in Europe.

PROHIBITION WAR

MORE WRITERS FOR WET PROPAGANDA

Washington, April 30.

The national headquarters here
of the Association against the
Prohibition Amendment, has an-
nounced the names of additional
artists and writers who will con-
tribute to its propaganda cam-
paign designed to bring about the
repeal of the 18th Amendment to
the Constitution. The names in-
clude those of Mr. Guyas
Williams, cartoonist long
associated with "Life," Mr.
Corey Ford, contributory of
satirical essays to "Vanity
Fair" and other magazines, Clare
Bright and others. Meanwhile
the Prohibition Commissioner,
Mr. Doran, said that work on the
educational campaign to instruct
the public on the benefits of tem-
perance and the evils of intoxicat-
ing beverages is progressing and
that his campaign for prohibition
has received many contributions
for posters, slogans and other
propaganda material.

Canada's Attitude

Washington, May 1.
There was a widespread opinion
in Canada that the methods used
by the United States Coastguard
and other prohibition enforce-
ment organisations, as expressed
in the sinking of the Canadian-
registered ship "Im Alone," were
not authorised by international
treaty nor by the precepts of In-
ternational Law. Mr. C. H. Chu-
g, a Canadian M.P., told the annual
convention of the United States
Chamber of Commerce in an ad-
dress to-day.
All Canada deplored the "Im

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hosiery of such fashion im-
portance. We are featuring
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special event... the narrow,
the square and the fashionable
pointed heel.

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purifies sore inflamed parts and grows new healthy
skin. Get Zam-Buk to-day and keep it always handy!

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Alone" incident, the Canadian
M.P. said.

The speaker also called atten-
tion to what he said were reliable
reports that the American authori-
ties felt that Canada should help
the government of the United
States in the enforcement of its
prohibition laws. He did not be-
lieve such an attitude was justifi-
ed by international practice and
recalled that when various Cana-
dian provinces, in times past,
adopted dry laws, the Canadian
Government did not in any way
request the co-operation of the
United States in the enforcement
of these laws.

American prohibition had
placed Canada in rather an un-
pleasant situation the speaker in-
timated, and while Canadians
might sympathise with the dif-
ficulties confronting the authori-
ties of the United States in the
enforcement of these laws they
could not be expected actively to
assist in such enforcement, as
long as the laws of the Canadian
Government were obeyed.—Unit-
ed Press.

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ery charges to destination.

Indian Wedding



The ancient marriage rites of the Stoney People were exemplified
when Chief Bear Paw and his minor chiefs united Miss Sylvia Han-
ten-Cate of Ellersburg, Holland, to Mr. Louis Lantieri of Vancouver.
Immediately after the picturesque Indian ceremony which took place
on the Bow River at Banff, the couple were again married according
to the rites of their own church. Bear Paw is seen placing the eagle
feathers, emblem of faithfulness, on the groom's head and bracelet on
the wrist of the bride.

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SIBERIA MARU Wednesday, 15th May.
TAIYO MARU Wednesday, 25th May.

SEATTLE, VICTORIA via Shanghai & Japan Ports.
IXO MARU Monday, 20th May.
SHIZUOKA MARU Monday, 17th June.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.

KAMO MARU Saturday, 18th May.
KATORI MARU (Calls Lisbon) Saturday, 1st June.

SYDNEY & MELBOURNE via Manila & Ports.
KAGA MARU Wednesday, 22nd May.
TANGO MARU Wednesday, 20th June.

BOMBAY via Singapore, Penang, & Colombo.
TAMBA MARU Saturday, 11th May.
PENANG MARU Tuesday, 23rd May.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
WAKASA MARU Friday, 7th June.

NEW YORK via PANAMA.
TSUYAMA MARU (Calls Boston) Sunday, 12th May.

LIVERPOOL via Port Said, Geneva, Marseilles.
TOYOOKA MARU Tuesday, 21st May.

CALCUTTA via Singapore, Penang & Rangoon.
NAGATA MARU Wednesday, 15th May.

SHANGHAI, KOBE & YOKOHAMA.
KAMAKURA MARU (Moji direct) Tuesday, 14th May.

KASHIMA MARU Monday, 13th May.
TANGO MARU (Nagasaki direct) Friday, 17th May.

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LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore
Colombo, Suez and Port Said.

AMUR MARU Sunday, 12th May.
ANDES MARU Sunday, 9th June.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore,
Colombo, Durban & Cape Town.

SANTOS MARU Friday, 17th May.
MANILA MARU Thursday, 27th June.

BOMBAY—via Singapore & Colombo.
GANGES MARU Tuesday, 21st May.

SHINNOH MARU Monday, 3rd June.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR
& MOMBASA—via Singapore & Colombo.

CHICAGO MARU Friday, 31st May.
CALCUTTA—via Singapore, Penang & Rangoon.

KASADO MARU Saturday, 18th May.
SUMATRA MARU Wednesday, 22nd May.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Japan Ports
AFRICA MARU (From Shanghai) Tuesday, 21st May.

MELBOURNE—via Manila, Brisbane & Sydney.
MADRAS MARU Thursday, 6th June.

HAIKONG—via Hoihow & Pakhol.
MENADO MARU Thursday, 6th June 10 a.m.

NEW YORK—via Japan ports, San Francisco & Panama.
HAGUE MARU Wednesday, 15th May.

JAPAN PORTS.
ALTAI MARU Wednesday, 15th May.

SANUKI MARU Monday, 20th May.
TACOMA MARU Friday, 24th May.

AELEUNG—via SWATOW & AMOY.
HOZAN MARU Sunday, 12th May 8 p.m.

TAKAO—via SWATOW & AMOY.
DELI MARU Sunday, 12th May 8 p.m.

TAKAO & KEELUNG.
SANUKI MARU Thursday, 16th May noon.

For further particulars please apply to—OSAKA SHOSEN KAISHA.
Tel. Central No. 4083, 4089, 4090.

SHIPPING SECTION.

HAIHO'S PROBLEM

\$4,000,000 SCHEME FOR NEW PALLIATIVE MEASURES

EXPLANATION OF PLANS

Plans for palliative measures prepared by the North China River Commission in connection with the shoaling of the Haiho having been completed, a public explanation and discussion of these was held at the Commission's offices at the Via Roma, Tientsin, on April 22, says the "Peking Tientsin Times".

There was a large gathering of Chinese and foreigners representing various important interests in the town.

Dr. Shu Tien-li, Ph. D. (End), a member of the Council and Executive Secretary of the North China River Commission, presided and made a speech in Chinese which he afterwards translated into English.

Dr. Shu Tien-li's speech was, as follows: Honoured Guests and distinguished members of our engineering profession. We feel great pleasure indeed to-day in having with us members of our friendly nation, officials of the Municipal Government of Great Tientsin, leading newspapermen in town, managers of steamship and navigation companies, representatives of Chambers of Commerce and of the Banks' Association, and members of our engineering profession—all those who are deeply interested in the pressing conservancy problem that confronts us, i.e. the improvement of the Haiho and its trouble-causing tributaries.

The purpose of restoring the former navigable depth of the waterway from Tientsin to the sea and of protecting Tientsin and the lower Chihli plains against disastrous floods that might result should no immediate measures be taken.

Being advised by the doctor to stay in hospital, our Chairman, Mr. Y. Tze H. Li, is unable to be present to-day to entertain you personally. We regret this very much. On behalf of the Commission I take pleasure in saying a few words to you.

\$4,000,000 Loan Sanctioned—Immediately after the re-organization of the former Chihli River Commission into the North China River Commission, we began to formulate plans for the improvement of the Haiho by diverting the silt-bearing waters of the Yungtingho to Tahotien and thence to the sea through the Chinchungho.

While we were developing the technical plans, the Chihli Provincial Council, General Shang Chen, and the Mayor of Greater Tientsin, Mr. Tsui, initiated the organization of what is known as the Provincial Commission for the Improvement of the Haiho. They have, heretofore, endeavored to get a Bill for issuing the \$4,000,000 Haiho Improvement bonds passed in the Legislative Division of the National Government. The said bond issue was sanctioned only a few days ago and the Administration Division of the Central Government in a previous meeting resolved that the National Construction Commission shall take part in the Provincial Haiho Improvement Commission.

The North China River Commission is a branch of the National Construction Commission whose principal duties involve the designing and execution of all hydraulic improvements in north China, whether it be flood control, river regulation, water navigation, irrigation, drainage, water power development, harbour and dock works, or sea coast protection. The plans exhibited to-day are in fact developed in compliance with the decrease issued to us by the National Construction Commission.

Past and Present Predecessors, the engineers of the former Chihli River Commission, had the idea of building a detention basin at Kuanting and forming a silt basin at Tahotien, nevertheless the detailed drawings required for the construction, such as we now exhibit before you. Our plans consist of the building of a detention basin at Kuanting for decreasing the flood peak and reducing breach emergencies along the lower course of the Yungtingho to the minimum, the strengthening and elevating of the lower Yungtingho and Pei-Yunho dykes to avoid the plains south of the Yungtingho and east of the Pei-Yunho being inundated; the widening and deepening of the Pei-Yunho channel from Chuchien to Paitung to provide for an unobstructed flow of the two regiments the building of one ship lock at Paitung to facilitate the water-borne traffic between Tientsin and Tanghai; the construction of two sets of control gates at Paitung, one across the Pei-Yunho and the other at the head of the new channel, for properly regulating the flow both down the Pei-Yunho and to Tahotien; the taking of an artificial channel from Paitung to Tahotien to accommodate the surplus flow when the storage capacity of the Yungtingho is fully utilized and the maximum discharge capacity of the Pei-Yunho below Paitung is attained; the construction of an embankment enclosing the Tahotien silt basin to protect the surrounding villages and farms, and finally the building of an overflow dam at Huanho with such a crest height and length to discharge, when the Tahotien becomes full, the inflow plus precipitation minus evaporation.

To correlate the hydraulic characteristics at all the different points of the project into a single system with respect to stages and discharges and so to fix the controlling dimensions of the works that the combined construction cost of the various elements, coupled with costs of maintenance and operation will be a minimum is not so simple a problem as one might talk of in a parlour.

The cost of such a perplexing problem demands comprehension, originality, resourcefulness, and a grasp of knowledge in true economy. You will undoubtedly be

interested in our cost estimate. The Provincial Haiho Improvement Commission, as you know, announced an estimate of \$4,000,000 for the project. But they did not include the Kuanting detention basin in their scheme. Our total estimate for land, labour, and materials, amounts only to \$4,513,000 in which we allow \$1,193,000 for the Kuanting detention basin, leaving only \$3,319,000 for the Tahotien project.

If to this we add 5 per cent. for overhead and contingencies there will result \$3,485,000. With a going organization like ours, a 3 per cent. allowance for overhead and contingencies is something that can be attained with ease. Furthermore, we figure for the actual worth of the land, but if it is purchased through condemnation proceedings, the item of land cost may be further reduced.

The designs as exhibited to-day have been developed by our able chief engineer, Mr. K. Hsu, our engineer in charge of designing, Mr. T. T. Li, and our technical expert, Mr. T. F. Hsu. Should any of you have questions to raise they would be glad to explain matters to you in detail. Further our engineers, as well as our Commission, would doubly appreciate it, if you would be kind enough to give us as much criticism and as many suggestions on our work as may occur to you.

Purpose of the Gathering—The whole purpose of this gathering to-day, is in fact to solicit your advice and thereby to modify our designs as to allow the contemplated works to perform the greatest function with the least capitalised cost of construction, maintenance and operation.

The public of Tientsin has been recently in promoting public works and much is due to the public. With support by and inspiration from the public the Haiho Improvement Scheme is sure to materialise. All public works, like railways, highways, water supply and sewerage systems, tramways, telephone systems, and what not, need public sympathy and support.

In the near future our Commission is going to conduct a reclamation work on the good work they have done which he said would be useful when funds became available to start work. The scheme of the North China River Commission was practically the same as that of the Haiho Improvement Commission except that the Kuanting reservoir was not included in the scheme of the Haiho Improvement Commission only because it was thought to be done at some later time.

Mr. T. H. Li, representing Mr. Tsui, Mayor of Greater Tientsin, spoke on the scheme in Chinese. Informal discussion among those present followed and refreshments were served.

There was an interesting exhibition of drawings laid out on the tables showing in detail the proposals of the North China River Commission. Issue of the Loan

The representative of the "P. & T. Times" inquired from the officials if the land would be open to public subscription and was informed that it was proposed to issue the bonds through Chinese bankers. Further questions elicited the information that the proposed basin at Kuanting would be about 60 square kilometres in size and would be situated about 120 kilometres north of Peking. The proposed concrete overflow dam across the Yungtingho would be 25 metres high with 88 metres length of crest and 38 metres length of base. The flood flow of the Yungtingho, it was mentioned, now attained a volume of about 5,000 cubic metres per second and the proposed dam would reduce this to somewhere in the neighbourhood of 2,000 cubic metres per second.

"MAN OVERBOARD"

CHINESE PASSENGER LEAPS FROM "KINSHAN"

A Chinese steamer passenger, while travelling on the "Kinshan" yesterday afternoon, took it into his head to end his miseries by jumping overboard while the vessel was passing through Capsicum-pass on a trip down from Canton.

The alarm was at once raised and no time was lost in turning the "Kinshan" around on her former tracks and manœuvring to the spot where the man had disappeared. A strong current was running at the time and although a search was made no sign of the man was found.

The deceased, who was about 30 years of age, had neither luggage nor friends on board. As a result of the incident the "Kinshan" was delayed and arrived at her wharf shortly after 3 o'clock in the afternoon.

CONSIGNEES' NOTICES.

Consignees of cargo ex S.S. "Benavolich" are reminded to take delivery of their goods which will be subject to rent after May 13.

Consignees of cargo ex S.S. "Beniamond" are reminded to take delivery of their goods which will be subject to rent after May 13.

Consignees of cargo ex S.S. "Benavolich" are reminded to take delivery of their goods which will be subject to rent after May 13.

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Consignees of cargo ex S.S. "Benavolich" are reminded to take delivery of their goods which will be subject to rent after May 13.

Consignees of cargo ex S.S. "Beniamond" are reminded to take delivery of their goods which will be subject to rent after May 13.

Consignees of cargo ex S.S. "Benavolich" are reminded to take delivery of their goods which will be subject to rent after May 13.

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Consignees of cargo ex S.S. "Benavolich" are reminded to take delivery of their goods which will be subject to rent after May 13.

PIRATES AGAIN

THREE HUNDRED OPERATING OUTSIDE WOOSUNG

UNFORTUNATE ESCAPE

More than 300 pirates, who have been operating outside Woosung during the past few weeks under one Lu Pak-kuei, were surrounded on April 29 at Hsiao Miao Hung, as the result of a determined attack by joint military, naval and police forces, but the majority succeeded in making their escape after a desperate four-hour fight. More than ten of the pirates were killed and several arrests have been made. Several policemen were shot in the fray.

Information had been received by the authorities that a number of pirate vessels were creating havoc among vessels at Hsiao Miao Hung so the joint forces were sent to the spot. In accordance with plans decided upon, all the strategic points were blocked by gunboats and the pirates were surrounded. At a given order, the official forces opened fire, which was returned by the pirates. This was kept up for four hours, after which the pirates, seeing a gap in the Government lines, dashed through this and escaped in an easterly direction.

This group of pirates, together with two other much larger gangs, led by former generals, have been operating around Woosung and causing shipping heavy losses and, although efforts have been made to wipe them out, these have thus far been unsuccessful.

In this connection, it is of interest to note that one Wu Dah Kou, a notorious gangster and pirate leader, whose gang operates on the Taihu Lake, was arrested by the Bureau of Public Safety in Nantao and later sent to Soochow for trial.

WIRELESS SCHOOL

LOCAL CLASSES FOR SHIP'S OPERATORS

We have received the following information in regard to the Government Wireless School for ships' operators.

Candidates must be British subjects and must have a good knowledge of English.

Approved students will be given one month's trial free, and on the satisfactory completion of trial will be accepted for training in the Government School of Wireless Telegraphy.

The fee will be \$10 per month payable at the Government Radio Office in advance.

The average period of training required for a student to obtain a Coastal certificate is from six to nine months.

The pay of a ship's operator varies from \$50 to \$100 per month with food and accommodation.

The Government do not undertake to employ or to secure employment for successful students, but successful students will be eligible for consideration for vacancies in the Government W/T Operators' staff.

The Government scale of pay for W/T operators is from \$300 to \$1,500 a year, according to ability and service. No food is supplied; quarters are provided at out stations and on Government vessels only.

Operators employed by Government who have been trained in the Government W/T School will have their fees refunded after two years' satisfactory service, and will be eligible for appointment to the permanent staff.

Applications should be made to the Officer-in-Charge Government Radio Office, P. & C. Building.

MOVEMENTS OF STEAMERS

The Bank Line s.s. "City of Delhi" leaves for Singapore and U.K. May 9.

The B.I. s.s. "Talmia" left Singapore for this port on May 4 p.m., and is due here on May 9 at about 5 p.m.

The B.I. s.s. "Takada" will leave Amoy for this port on May 9 p.m., and is due here on May 10 p.m.

CANADA'S FIRST INDEPENDENT TREATY

Canada has just concluded her first treaty with the United States independent of the Mother Country. Mr. Massey and Mr. Kellogg signed at the State Department a treaty for the preservation of the salmon fisheries of the Fraser River system.

USE the Canadian Pacific Route to Europe and dispose of all the troublesome details that usually arise out of a 10,000 mile overseas journey.

When you travel Canadian Pacific there is only one transaction—the initial one between our agent and you. Your trip across the Pacific, across Canada, and across the Atlantic is made on Canadian Pacific ships and trains; your stopovers at Canadian Pacific hotels.

One ticket One service The utmost in speed and comfort.

CANADIAN PACIFIC

Next sailing to the Pacific Coast

EMPRESS OF ASIA

At 6 a.m.—May 15th, 1929.

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

MAY SAILINGS

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. O. B. Wilks.]

MAY

MON. 13th MAY. FRI. 24th

SUN. 19th MAY. WED. 23rd

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

MAY

FRI. 10th MAY. SUN. 26th

WED. 15th MAY. FRI. 31st

TUES. 21st MAY.

For information apply to

KWONG WING Co., Ltd.

87, Connaught Road West.

Phone: Central 893.

American Express Travellers Cheques

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security through their use.

Issued in G.\$10, G.\$20, G.\$50, G.\$100, and £5 and £10 denominations—bound in a small handy wallet—and cost only 3/4 of 1 per cent.

Secure your steamship tickets, hotel reservation and itineraries; or plan your cruise or tour through

THE AMERICAN EXPRESS CO INC

4, DES VORUX ROAD CENTRAL, Hong Kong.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF DELHI" London, Rotterdam, Amsterdam & Hamburg 9th May.

S.S. "CITY OF GLASGOW" London, Rotterdam, Amsterdam & Hamburg 10th June.

S.S. "CITY OF CAMBRIDGE" London, Rotterdam, Amsterdam & Hamburg 10th July.

NEW YORK, BOSTON, & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF SINGAPORE" via Suez Canal 14th June.

S.S. "CITY OF MANDALAY" via Suez Canal 12th July.

S.S. "CITY OF BEDFORD" via Suez Canal 9th August.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE AMERICAN & ORIENTAL LINE

S.S. "COMLIEBANK" via Suez Canal 27th May.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Fort Elizabeth),

Mozambique Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinda,

Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and

Madagascar.

For freight or passage on any of the above lines apply to:-

THE BANK LINE, LTD.

Telephone Central 4791.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
KALYAN	9,144	11th May	Marseilles, London & Hull.
MOREA	10,955	25th May	Bombay, Marseilles & London.
LAHORE	5,252	1st June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
DELTA	8,097	8th June	Marseilles, London & Hull.
JEYPORE	5,318	15th June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
RAIPUTANA	15,568	22nd June	Bombay, Marseilles & London.
PERIM	7,948	29th June	Marseilles & London.
KASHGAR	9,005	6th July	Marseilles, London & Hull.

* Cargo only.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,949	12th May	Singapore, Penang & Calcutta.
TALAMBA	3,013	21st May	Singapore, Penang & Calcutta.
TALMA	10,000	28th May	Singapore, Penang & Calcutta.
SANTHIA	7,754	4th June	Singapore, Penang & Calcutta.
TAKLIWA	7,936	10th June	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	31st May	Manila, Sandakan, Thursday Island,
ST. ALBANS	4,500	5th June	Townsville, Brisbane, Sydney &
ARAFURA	6,000	2nd Aug.	Melbourne.
TANDA	6,956	31st Aug.	

* Calls Hojio & Carries Orchestra.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hojio,
Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as in-
dicated on offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TALMA	10,000	12th May	Amoy, Moji, Kobe, Yokohama & Osaka.
*ROSSINGTON	COURT	21st May	Shanghai, Moji, Kobe & Yokohama.
*GURNA	5,248	24th May	Shanghai, Moji, Kobe & Osaka.
RAIPUTANA	15,568	24th May	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	4th June	Moji, Kobe, Osaka & Yokohama.
SANTHIA	7,754	5th June	Amoy, Moji, Kobe, Yokohama & Osaka.
KASHGAR	9,005	7th June	Shanghai, Moji, Kobe & Yokohama.
*TILSINGTON	COURT	10th June	Shanghai, Moji, Kobe & Yokohama.
*MIRZAPORE	6,715	10th June	Shanghai, Moji & Kobe.
*ALPORE	5,273	19th June	Shanghai, Moji & Kobe.
TAKLIWA	7,936	19th June	Amoy, Moji, Kobe & Osaka.
RAIPUTANA	15,568	21st June	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carriage steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong.

Agents.

NEW YORK, BOSTON & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "NELEUS"		Via Suez Canal	5th June.
S.S. "CITY OF MOBILE"		Via Suez Canal	14th June.
S.S. "MACHAON"		Via Suez Canal	3rd July.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.
Hong Kong & Canton: **JARDINE, MATHESON & CO., LTD.,** Canton.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.

From MIDDLESBRO, ANTWERP,
LONDON, STRAITS AND
PHILIPPINES.

The Steamship,

"BENVOIRICH"

Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the Godowns and/or
extra hazardous Godowns of the
Hong Kong and Kowloon Wharf
and Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
15th inst. will be subject to rent.

All claims against the steamer must
be presented to the Underinsured on or
before the 27th inst. or they will not
be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
15th inst. at 10 a.m. by Messrs.
Goddard & Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersign-
ed by,

GIBB, LIVINGSTON & CO., LTD.,

Hong Kong, 6th May, 1929.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO, ANTWERP,
LONDON & STRAITS.

The Steamship,

"BENCRUACHAN"

Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns of
the Hong Kong and Kowloon Wharf
and Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
15th inst. will be subject to rent.

All claims against the steamer must
be presented to the Underinsured on or
before the 27th inst. or they will not
be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
15th inst. at 10 a.m. by Messrs.
Goddard & Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersign-
ed by,

GIBB, LIVINGSTON & CO., LTD.,

Hong Kong, 6th May, 1929.

THE BEN LINE STEAMERS, LTD.

From LEITH, MIDDLESBRO,
DUNKIRK & STRAITS.

The Steamship,

"BENLOMOND"

Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns of
the Hong Kong and Kowloon Wharf
and Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
15th inst. will be subject to rent.

All claims against the steamer must
be presented to the Underinsured on or
before the 27th inst. or they will not
be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
15th inst. at 10 a.m. by Messrs.
Goddard & Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersign-
ed by,

GIBB, LIVINGSTON & CO., LTD.,

Hong Kong, 7th May, 1929.

VERGOTTIS, LTD.

LONDON.

NOTICE TO CONSIGNEES.

Steamship,

"CAPTAIN ROKOS"

From ANTWERP.

Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the Godowns of
the Hong Kong and Kowloon Wharf
and Godown Company Ltd., at Kowloon,
whence and/or from the wharves de-
livery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before 8th May, 1929.

No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
14th inst. will be subject to rent.

All claims against the vessel must
be presented to the undersigned on or
before the 24th inst. or they will not
be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
14th inst. at 10 a.m. by our surveyors
Messrs. Goddard & Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersign-
ed by

BODWELL & CO., LTD.,

Hong Kong, 8th May, 1929.

A recent sensation from French

Indo-China was an attempted assas-
sination at Saigon of a highly placed

French official by an Annamite

who professed to have been moved

to commit the crime for "humani-
tarian" reasons. The man asked

for an interview with the official

and then suddenly drew two revolv-
ers and fired a frillade of shots

at close quarters. The official duck-
ed under the table and feigned

death. The would-be assassin es-
caped and was later arrested.

TRIPS TO JAPAN

N.Y.K. TO ISSUE SUMMER EXCURSION TICKETS

The Nippon Yusen Kaisha inform
us that they have decided to issue
"Summer Excursion Tickets" between
Hong Kong and Japan, commencing
June 10 and ending September 18 in
order to afford every facility to re-
sidents in Hong Kong and vicinity
to take summer vacations in Japan,
the rates of passages being as fol-
lows:—

From Hong Kong to Nagasaki
and return H\$165.00.

From Hong Kong to Kobe and
return H\$160.00.

From Hong Kong to Yokohama
and return H\$235.00.

These tickets will be available for
3 months, permitting of stop-overs at
way ports.

PASSENGER LIST

ARRIVALS.

Per R.M.S. "Empress of Asia"

from Vancouver and North China

May 8:—

W. G. Barney, H. Hostness, J. S.

Sutherland, C. C. Winslow, Mrs.

H. A. Conant, Dr. C. A. Patrick,

Mr. and Mrs. R. C. Tredwell, Mrs.

H. D. Walker, T. Y. Hu, T. A. Lo,

J. K. Chen, D. S. Lay, Miss H. C.

Chang, Miss W. Y. She, Song Hsueh-
fu, Arthur Torres Fantes, L. F.

Lam, C. L. Mah, C. Y. Dunn, L. F.

Kwan, Mr. and Mrs. C. L. K. K. K.

Wo, L. Young, Mr. and Mrs. P.

Chang, Miss H. Chang, L. Chang,

Mrs. S. S. Chun, Miss D. Chun,

D. H. Rutonjee, Mrs. M. Arthur,

Y. C. Chuang, C. Ou, Ng Ting-pun,

M. W. Anthony, E. A. Albertis,

Mrs. H. S. Lau, Mrs. J. Choy, Mrs.

F. F. Pilbeam, Mrs. C. F. Mayers,

Miss S. V. Tao, Miss W. M. Ling,

Mr. and Mrs. Chen Ching-po, Mr.

and Mrs. Kwong Fong, H. Conant,

S. Y. Tsu, H. C. Resker, Mrs. C. L.

Chang, Mrs. Y. M. Chao, Col. D. S.

Exham D.S.O., Mrs. D. S. Exham,

Miss M. Exham, Col. H. A. Stewart

D.S.O. O.B.E., Mrs. H. A. Stewart,

H. S. Chuck, Mrs. H. J. Page, Col.

W. D. Brownrigg, Mrs. W. D.

Brownrigg, J. K. Liang, N. S.

Leung, H. C. Bonham, Chen Kai-
mei, Albert Chen, Leong Bing, Sou

Suen, E. H. Davenport, H. F.

Elliott, Mr. and Mrs. Leung Ben,

and sons, Mrs. Tong Lin-leong,

Mstr. Thos. Leong, C. H. Matthews,

Quan Quing, Rev. S. M. Cellina,

Rev. S. M. Marie, D. B. Tsang,

Yue Chew-dat, Mrs. I. I. Stewart,

Moore Chan Book-mang, Yam Wal-
cheu, Mrs. C. B. Yam.

DEPARTURES

Per s.s. "Empress of Asia" for

Manila, May 8:—

M. H. Alden, M. Alindogen,

Ang Hok-hin, Mrs. S. Boyce and

family, J. A. Bowron, Mrs. M. du

H. Clagett, Chon Poek, Chen A.

Po, Miss R. Clayton, Chan Chow,

Cheung Sun, Cheong Bing-quey,

Chan Ming, Chan Kwong, Mrs.

Chan Shee, Miss M. Cheng, Mstr.

M. Cheng, Chan Man, Chang On,

Cheong Sam, Cei Hoi, Miss Cha-
au Bunnag, Mr. and Mrs. H. P.

Evans and daughter, Misses A.

and R. Espino, Mrs. W. S. Fallis,

Fong Ping, Fong Go, Mrs. Fong

Shee, Miss C. Follet, Mrs. C.

Glaeserman and daughters, Go

Kim-giam, Huang Chao-chin, L.

Hoben, E. Hoben, L. E. Hoover,

Ho San, Mrs. Ho Shi, F. D. van

Horn, Miss V. Hasitavej, Mrs.

L. L. Iballo and children, Miss A.

Israbhadi, Dr. B. Boon-itt, Mrs.

E. C. T. Jones, R. Jemison, T.

Kani, Mr. and Mrs. E. F. Koch

and sons, Kwong Ping, Kong

Quon, Mrs. Kwan Shi, K.

Kwakami, Mr. and Mrs. E. A.

Kingcome, T. Lindsay, A. Lazarte,

Lee Su, Lu Chun, Law Kam-seng,

Mr. and Mrs. Liong Yan and

family, Lo Tin, Lao Pi, Lim Wan,

Loe Suy, Lee Yut, Lai Wai, Lai

Fiu-tong, Mrs. Liong Shi, Lau

Sau, Mrs. Leong Ming, Mrs. Leong

So, Miss E. McLachlin, A. Mills,

D. J. O'Brien, S. Ogawa, Mr. and

Mrs. V. Orda, Miss N. Orda, Miss

P. Punyaskhananda, Rev. A.

Patrick, Mrs. M. Pfordten and

daughters, Quong Wing, E. D.

Rufino, Miss G. Renard, H. Raff,

Mr. and Mrs. Pablo de la Roza,

WATSON'S Dry Ginger Ale

A WELL ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY

Prepared from our own special formula, flavoured with real fruit essences and the finest Eastern spices.

Unequalled by any similar product throughout the world.

FORMAZONE

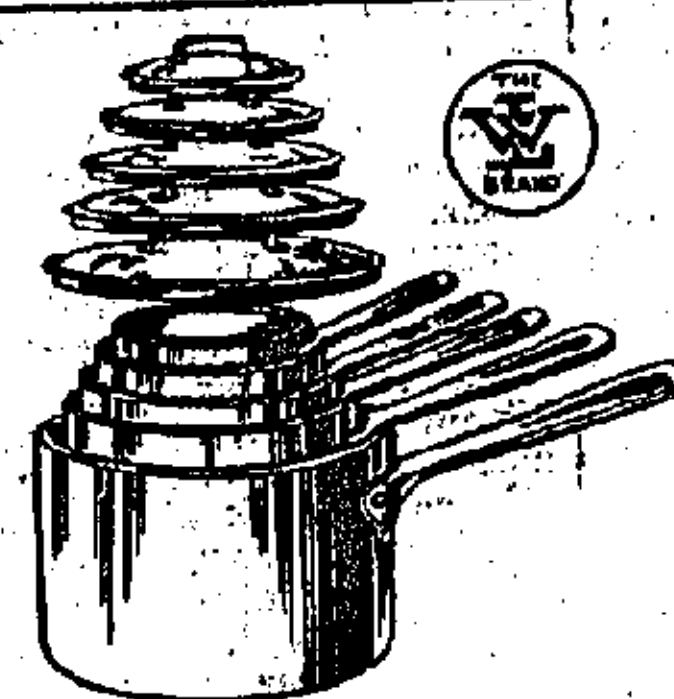
The non-alcoholic Champagne. An excellent substitute for sparkling wine, possessing the same wonderfully stimulating and refreshing qualities.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.
Established 1841.

Whiteaways

THE IMPROVED
KOOKEESI
ALUMINIUM SET OF
SAUCEPANS & COVERS



A complete set of cooking utensils. Neatly packed in a strong cardboard box. Set consists of 3 Pint Kettle, 8" Fry Pan, 9" Pie Dish, 5" Pudding Basin, 6" Stew Pan, and Cover, 4 1/2" Taper Stew Pan, 1 Jelly Mould, 1 Fish Slice, 1 Ladle and Boiler.

STANDARD
VALUE
PRICE.
\$6.50 Set

NEW STOCK
A MOST
USEFUL SET OF
ALUMINIUM SAUCEPANS.

Highly polished finished, absolutely pure metal, heat resisting handles firmly fixed, heavy gauge metal finished with cut edge, well made tight fitting covers.

Sizes:—
4 1/2" 5 1/2" 6 1/2" 7" 8"
Capacity:—
1 1/2 3 4 5 7 pints.

STANDARD
VALUE
PRICE.
\$6.50 Set

THE COLONIA SET
OF ALUMINIUM
COOKING UTENSILS



The China Mail.

[Every evening except Sunday. Annual subscription, excluding postage abroad, H.K. \$36, payable in advance. Local delivery free.]

Overland China Mail.

[The weekly edition of the "China Mail." Annual subscription, H.K. \$13 including postage \$16, payable in advance.]

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—
Office: Central 22.
Editorial: Central 4541.
Cable Address:—Mail, Hong Kong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.

London Offices:—The Far Eastern Advertising Agency (London), Ltd., 36-38, Southampton Street, Strand, W.C.2.

Hong Kong, Thursday, May 9, 1923.

BRITISH POLITICAL SITUATION

Very soon now Mr. Baldwin's administration, which has been in office during the past five years, will be dissolved and the country will be in the throes of a General Election. This interesting event—even more than usually interesting on the present occasion, owing to the vastly increased number of votes wielded by women—will take place on May 30. We shall then know whether the country is again to be ruled by a Conservative Government, as it has been during the past five years, by a Labour Government, as it was for about a year in 1924, or by a Liberal Government, as it was for many years after the Conservative debacle of 1905 and up to the outbreak of the War in 1914. It must be admitted that, on the whole, the present Government has given a fairly good account of itself, and, though nothing brilliant was done or attempted, yet under the guidance of Mr. Baldwin and his able Cabinet, the country's credit has been maintained and some useful legislation passed.

Perhaps the least satisfactory part of the present Government's policy has been that relating to unemployment—largely a legacy of the War—and which is still a problem that evidently defies solution. The Conservatives frankly state that time alone is likely to bring about a remedy and that they are not disposed to adopt what they regard as more or less fanciful schemes. On the other hand, the Liberals, led by that astute political strategist, Mr. Lloyd George, have boldly announced that they "can conquer

unemployment," and they have practically adopted the phrase as one of their leading election slogans. The Liberal promise is very alluring, but it is hardly likely to make much of an impression on the British electorate. It promises too much, and is obviously the result of one of Mr. Lloyd George's characteristic bursts of Celtic enthusiasm rather than, as is ought to be, a piece of genuine statesmanship. The Liberal panacea that is to effect the banishment of unemployment is that, under a Liberal Government, there will be a grand national system of trunk roads with readjustment of side roads serving them and reconstruction of bridges—all of which will provide employment for no fewer than 350,000 men; another 20,000 will find work in draining lands now water-logged, 122,000 will be set to the development of Post Office telephones and electrical expansion, and 24,000 to the enlarging of London's passenger transport. For the large number of unemployed that would still remain, Mr. Lloyd George is confident that he can provide—for them too.

In the speech in which he opened the Liberal campaign he boldly stated that the work that he and his friends could put in hand at once "will reduce the terrible figures of the workless in the course of a single year to normal proportions and will, when completed, enrich the nation and equip it for successfully competing all its rivals in the business of the world." It all sounds very fine, quite simple and characteristically "Lloyd-Georgian." "And these plans," says the ex-Premier, "will not add one penny to national or local taxation." The immediate cost of the road scheme is to be met by a loan of £200,000,000, and he assured his audience that the work contemplated "will earn enough to pay the interest on all the borrowings themselves." They would be "not merely useful but essential to the well-being of the nation." It is a precious plan, but we shall be much mistaken if the British electorate fail to regard it as nothing but so much "electioneering," specious promises impossible of fulfilment when once the whole question is considered, as it must be, from a practical point of view.

The Labour Party also have their specific remedy for unemployment, and it apparently is inextricably mixed up with the adoption of as many Socialistic ideas as possible and with the resumption of diplomatic relations with Russia. The Labourites

appear to be firmly convinced that in a renewal of trade relations with Russia lies the most direct hope of Britain's unemployment problem being solved.

The coming election is also peculiarly interesting not only because of the greatly augmented woman's vote but also because, in a much larger number than ever before, women candidates are coming forward as candidates. The end of this month, or rather the beginning of the next, will tell us the electorate's decision, and on that we out here can express our own particular views of the future according to our individual political leanings.

Instead of giving most of our minds to inadequate projects for lopping the branches, why do we not hew at the trunk and drag up the roots? In proportion as you abolish the armaments will abolish themselves. War has survived and re-occurred and become worse at each periodic convulsion, because there was no rational substitute for it in the shape of an authoritative system of international justice.—The Sunday Observer (London).

DON'T WASTE WATER!

One case of cerebro-spinal fever (Chinese) was notified yesterday.

Passengers arriving on the "Empress of Asia" yesterday included Dr. C. A. Patrick, Mr. D. H. Ruttonjee, Mr. H. C. Resker, Colonel D. S. Exham, D.S.O. and Col. H. A. Stewart, D.S.O., O.B.E.

A London message reports the success of Mr. Peter H. Sin at the March Final examination for solicitors. An old Diocesan School boy, whose family is closely associated with the pioneers of West River shipping, Mr. Sin served his articleship with Raymond Oliver & Co. of Bedford Row, and is a brother of Mr. C. M. Sin, a director of several local companies.

Alleging that accused had been prosecuted by Sanitary Inspector Sinton "for reasons best known to himself," Mr. E. S. Brookes appeared for the defence yesterday at the Kowloon Magistracy when a Chinese owner of a bakery at Shamshui was charged before Mr. T. S. Whyte-Smith for running a bakery-house without a permit. He was found guilty and fined \$25.

Among the passengers arriving by the R.M.S. "Empress of Asia" yesterday morning from Japan and Northern ports were Mr. Roger Culver Tredwell, Consul-General for the United States in Hong Kong, and Mrs. Tredwell, formerly Miss Metta Louise Orr, of St. John's Newfoundland, and Boston. They were married on April 22 at the United States Embassy at Tokyo. Mr. and Mrs. Tredwell will stay at their home in Shek-O.

NOISY BUILDERS

A COMPLAINT, SUMMONS
AND COMPROMISE

Mr. M. J. Rowe, proprietor of Marble Hall lodged a complaint against noises caused late at night by workmen carrying out their duties on a block of houses constructed on the site formerly occupied partly by the Victoria Hotel. The summons was heard before Mr. T. S. Whyte-Smith at the Kowloon Magistracy. Mr. Hin-shing Lo (for the defence) said that he had spoken to Mr. Rowe who was quite prepared to withdraw the summons and come to a compromise. While complaining that the noise continued most nights until 11.30 p.m., Mr. Rowe said that he had seen Mr. Lane (architect of the building) and it was agreed that all hammering should be discontinued at 5.30 p.m. and all other noises at 7.30.

After due consideration it was agreed (in Court) that noises caused by hammering should stop at 7.30 p.m. and all other work at 9 p.m.

JAPAN AND CHINA

DATE OF EVACUATION OF
SHANTUNG

Tokyo, Yesterday. The evacuation of Shantung is officially fixed to commence on Saturday. The headquarters of the Third Division will leave Tsingtao on May 12, sailing from Tsingtao on May 20. Aircraft attached to the garrison will leave Tsingtao on May 12, and will fly to Japan via Korea, in two stages.—Reuter.

CORRESPONDENCE

RACIAL DISTINCTIONS

(To the Editor of the "China Mail.")

Sir,—In your issue of 8th inst. your contributor "C.L.C." under the heading "En Passant" and "Racial Discrimination," referred to a letter to the Press, written by a Chinese, a week ago, concerning the subject of discrimination of search of luggage.

I have not seen that letter, nor do I know the writer of it. But it seems to me that it would be more becoming of a gentleman—and I presume your contributor is a gentleman—if "C.L.C." had been less caustic and more restrained in his comments. Such disparaging remarks with reference to "the intelligentsia of China" and probably a returned student—are entirely uncalled for.

If "C.L.C." must write, why can't he write something sensible, constructive, and less controversial? Unfortunately, apparently, a sense of responsibility is seldom a qualification of paragraph-writers.

"C.L.C." must be extremely naïve or possibly had his tongue in his cheek when he wrote "Chinese in Hong Kong will agree that there is no racial discrimination in this Colony."

The fact that well-meaning people are founding Concord Clubs and such like is an indication that all is not well in the social relation between Chinese and Europeans in this Colony. Of course, your contributor does not call it "racial discrimination"! He prefers the more euphemistic phrase of "barriers brought about by not knowing each other's language." But after all, how many Europeans in this Colony go to such Concord Clubs? Admittedly, there are some Europeans who seem to have no racial prejudice, but they are rare as the proverbial virtue.

Returning to the subject of discrimination of search. This vexed question has never yet been fairly, frankly and courageously faced by such champions of the theory of "no racial discrimination in Hong Kong" as your contributor.

No educated man, knowing the reasons, will object to being searched, but why must Europeans be exempt from search? From the point of view of justice, this attitude is absolutely indefensible, and not only Chinese, but all non-Europeans, object to it (vide the cases frequently appearing in Court).

A law which claims to be just must make no distinction as to race or creed, rich or poor. It is no defence to use the hackneyed argument that because nearly all the crimes are committed by Chinese, therefore the Chinese alone should be searched.

As a matter of fact, take arms-smuggling as an example, that nefarious work is not always carried on by Chinese, although they are often the scapegoats, and your readers will probably remember that European names were implicated in a recent case. I myself have heard Europeans who have boasted to me of the successful smuggles they have carried through.

I always maintain, if searchers would only perfunctorily touch Europeans in place of searching them, that is enough to satisfy one's sense of justice. A small number of more open-minded Europeans has confessed to me that the prevailing practice is hard to defend, and they have even volunteered to be searched as other citizens are rather than be party to such glaring injustice.

Concluding, I would like to add that in such a cosmopolitan city as this, it will only embitter feelings to discuss racial differences in the Press. Such a step will serve no useful purpose. If we are searchingly frank with ourselves, we must admit that racial discrimination does exist in Hong Kong, but to what extent we are not prepared to say.

If "C.L.C." and others interested are genuinely desirous of investigating the truth of this complaint, with practical intentions, I shall be pleased to furnish them with daily examples of what I have said, if they will communicate with me. There are many points too, which I should like to thresh out with "C.L.C." but I have no time to carry on a lengthy correspondence in the Press, nor do I desire merely a wordy victory.

I apologise for taking up so much valuable space of your paper, but I think it is necessary to render clear a point of view which is so little understood. Enclosing my card and thanking you for the courtesy in publishing this,

Yours etc.,
S.W.P.

Hong Kong, May 9.

SPEED LIMITS

NO USEFUL PURPOSE
SERVED
PUBLIC SAFETY

The London and Home Counties Advisory Committee find that:—
Existing speed limits in the County of London serve no useful purpose:
Speed limits may in themselves be dangerous:
Public safety can be provided for more effectively by the general law.

The Committee comment that the Commissioner of Police at the time of their investigations (Sir William Horwood) suggested that all speed limits in the Metropolitan Police district outside the County of London might be abolished.

In the City of London, the Metropolitan Police district, and Greater London 12,832 persons have been killed in road accidents since 1920.

The Best Safeguard

The foregoing facts and opinions are recorded in the report of the Committee to the Minister of Transport for the year October 1, 1922, to September 30, 1923.

The conclusions of the Committee on the question of speed limits followed a review of their operation both in the county of London and the Metropolitan Police District outside the county of London. They declare:—

In some cases traffic conditions in themselves enforce a limitation of speed on any reasonable driver, and unreasonable drivers can be dealt with under the existing general legislation.

Speed limits may in themselves be dangerous, e.g., a limit of ten miles per hour may tend to become the minimum speed irrespective of traffic conditions within the streets affected.

Speed limits have proved in practice difficult to enforce.

Public safety, which is the chief aim in fixing speed limit, can be provided for more effectively by the general law.

The Committee reported to the Minister that they proposed to consider any cases where it was suggested that the speed limit should be withdrawn as being specially vexatious. To this the Minister had replied that, while agreeing that particular cases might well be reviewed, it was important that there should be informal discussion with local authorities before any official action was taken. It was important that the concurrence of these bodies should be secured to any recommendation in respect of the abolition of existing restrictions. Commenting on street accidents, the Committee state:—

Compulsory insurance against third-party risks should be extended to cover all vehicles.

All mechanically propelled vehicles not provided with foot-boards should be equipped with side-guards.

Sandwich-men should not be permitted to perambulate in the more densely trafficked streets.

Eight Years' Toll

The toll of the London streets has doubled in eight years. Taking the City, the Metropolitan Police District, and Greater London together, the casualties have been:—

	Killed.	Injured.
1920	1,314	42,056
1921	1,162	46,792
1922	1,368	52,736
1923	1,368	62,526
1924	1,732	72,106
1925	1,706	80,452
1926	2,040	94,426
1927	2,142	98,424

The Committee have been impressed by the fact that the provision of police officers on traffic duty appears to be the most valuable safeguard against accidents.

Schemes Delayed

Reviewing the activities of the Committee, over which Sir Henry Maybury presides, the report states:—

"We cannot refrain from expressing our disappointment that so little practical effect has been given to the recommendations which have been made from time to time, and which have been accepted by you, involving the construction of new roads and bridges, the carrying out of road widenings and improvements, and the provision of additional travelling facilities."

After a reference to some of the bigger schemes, including Charing-cross Bridge, the Committee add:—

"In our view it is particularly unfortunate that the uncertainty which exists as to the position with regard to the major schemes is undoubtedly holding up a number of comparatively minor improvements which, in our view, would very materially assist in relieving traffic congestion."

"King George IV"

Old Scotch Whisky

PRE-WAR
QUALITY

THOROUGH
MATURITY

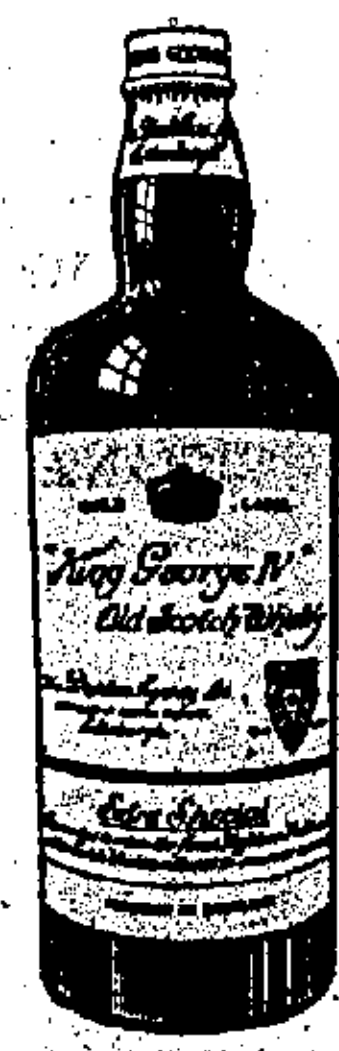
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TREASURY CASE

EXPERT & TSANG ON-WING'S
HAND WRITING
VARIOUS FORMS

Professor J. L. Shellshear, who is called to give expert evidence by the defence in the case in which the Treasury is suing the Hong Kong & Shanghai Banking Corporation for alleged wrongful debits of a sum of over \$260,000 drawn by three cheques purported to have been issued by the Treasury, continued his evidence at the Supreme Court this morning before the Chief Justice, Sir Henry Gollan.

The case for the prosecution is that the three cheques were forged, and for which Carvalhal Yeo is now serving sentence of ten years. The defence maintain that the cheques were genuine, or, alternatively, that the forgery was made possible as a result of the plaintiff's negligence.

Prof. Shellshear went into exhaustive details of the various forms of writing to be found from a bundle of genuine cheques. He then dealt with the writing on the alleged forged cheques. He gave as his opinion that from the pen pressure the forms, and the peculiarities to be found in the structure of each letter, the signatures of both Mr. Messer and Mr. Black on the alleged forged documents were genuine.

Witness then dealt with Tsang On-wing's handwriting, illustrating the various strokes and formation of each letter on a blackboard. His opinion was that the writing on the disputed cheques was the same as the writing on the genuine cheques.

The case is proceeding.

JUDGE A VICTIM

ROGUS GERMAN PRINCESS
AGAIN IN TROUBLE

SPELL OF BEAUTY

The Baroness Maria von Czirani, otherwise Baroness Ginslowa, otherwise Marquise Urchois, otherwise Princess Yizimo, but actually Mathilde Walter, daughter of an Austrian Post Office clerk, is again in trouble. She was acquitted less than a month ago on a charge of fraud brought against her by several Berlin tradesmen, with her statement that she could always get money to pay her accounts which was accepted by the court.

She has now been arrested again on a charge of forgery brought by Dr. Arthur Heitz, the great industrialist. The charge is based on the assertion that she signed a receipt for £1,000 in the false name of Ginslowa.

Eager to Escape

While Dr. Herz appears to be eager to escape from the toils of the beautiful adventuress, other men are only too anxious to be caught in them. Her conquest of one of the assistant-judges before whom she stood a few weeks ago is perhaps the greatest triumph of her career. He fell desperately in love with her, and as soon as she was free, went to see her. A romantic attachment has resulted.

She is now charged not only with forgery, but with attempting to persuade her new friend to a course of unprofessional conduct on her behalf.

When the police went to arrest her she said she was ill and produced a doctor's certificate to show that her state of health was so bad that she could not be removed from her hotel. A police doctor examined her and declared that she was perfectly well. The medical certificate she had produced was signed by one of the best-known doctors in Berlin who, it appears, has also fallen under the spell of her fatal beauty.

FORGED NOTES

On the charge of the possession of a large quantity of forged notes, four Chinese, one of whom is a woman, appeared on remand at the Central Magistracy this morning. Sub-inspector Rozesky was in charge of the case.

The forged notes were found in a boarding house in West Point as the result of the watchfulness of a Chinese detective.

The case was further remanded.

DEMURRAGE CLAIMS AT WELSH PORTS

The disorganisation of the work at the South Wales ports in consequence of the hold-up of ships and coal has given rise to much discussion as to the legal rights of the parties concerned, and it is probable that a tribunal may be formed under the auspices of the South Wales Coal Shipment Advisory Committee to deal with the question. It is doubtful whether at any time during the history of the district so many claims and counter proposals have been made arising from conditions of this nature, and the Cardiff docks business community is anxiously awaiting the first step to be taken by one of the representative bodies concerned.

LEADING A GAY LIFE

WITNESSES IN CASE GETTING MARRIED

THE CALDOS TRIAL

When the preliminary trial of Jose dos Caldos, described as the sub-manager of the Philippine-China Trading Co., on charges of fraud was resumed yesterday afternoon at the Kowloon Magistracy before Mr. T. S. Whyte-Smith, the prosecution alleged that accused was leading a fast and gay life during the time when deposits were being received from various people to each of whom a job was promised.

Mr. L. R. Andrews, Assistant Crown Solicitor, asked that the case be dealt with summarily because the witnesses for the prosecution were going away, some to their homes in Canton, and others were getting married. It was difficult

DON'T WASTE WATER!

to retain them here, and if the case were to be brought before the Sessions, he feared that only four or five witnesses out of 40 would be able to give evidence.

The Magistrate stated that he had intended to deal with the case summarily.

A Chinese witness for the prosecution was closely examined by accused and admitted that what accused did was done under instructions from a Filipino. Accused had been called a fool when he asked the Filipino to return a deposit to one of the girl employees, and in one or two instances deposits were paid to the Filipino by the victims while the accused was out of the shop.

The case was adjourned.

MOTOR TAXATION

PROPOSALS DISCUSSED BY THE H.K.A.A.

H.P. TAX OPPOSED

As announced in the "China Mail" on Monday, the Committee of the Hong Kong Automobile Association has held a meeting and discussed the motor taxation recommendations, appointing a Sub-Committee to deal with the matter and to place the views of the Association before the Government.

The Committee is said to be opposed to the horse-power tax.

The Sub-Committee's report may be submitted to a special meeting of members.

FENG AND CHIANG

MOST FRIENDLY RELATIONS BUT—

NO RISKS TAKEN

Shanghai, Yesterday.

Chinese leaders in both camps continue to asseverate that most friendly relations continue between Marshal Chiang Kai-shek and General Feng Yu-hsiang, but nevertheless the National Government officials have received instructions to detain all munitions and military supplies, even iron and steel, intended for General Feng Yu-hsiang.

A circular order has also been issued cancelling all permits for the import of munitions, issued by General Feng Yu-hsiang.—Reuter.

Chiang's Movements

Nanking, To-day. It is reported that Marshal Chiang Kai-shek will leave for Peking on May 18 or 19 and accompany Dr. Sun Yat-sen's remains to Nanking.

Mr. Sun Fo, Minister of Railways, is going north in a few days.

The Government party who are going to Peking with Marshal Chiang Kai-shek will probably include Tai Chi-tao and Wang Chung-hui.—Reuter.

TYPHUS VICTIM

SWEDISH MISSIONARY DIES AT SARATSI

Peking, Yesterday.

The China International Famine Relief Committee report the death of the Rev. K. F. G. Petersen from typhus, at Saratsi, Suayuan (Shensi).

Mr. Petersen belonged to the Swedish Alliance of the China Inland Mission, and was directing grain distribution in Suayuan when he was stricken.—Reuter.

CENTRAL COUNCIL

FIRST MEETING ELECTS CHIANG AS CHAIRMAN

Nanking, Yesterday.

The newly-elected Central Political Council held its first meeting this morning.

Marshal Chiang Kai-shek was elected Chairman.—Reuter.

MOTORISTS MISLED

HARMFUL EFFECTS OF STUNT JOURNALISM

BOGUS PROPHECIES

In the following scathing article "The Motor" attacks sensation-seeking journalists whose vague and premature report at times dislocate the entire motor industry.

For the second time, within a short period the daily Press has announced automobile marvels for next year, in proof thereof describing—with a most praiseworthy lack of detail—a car with no gears, no clutch, and "no nothing", apparently, which did everything but talk. The impression left on a great many people's minds must be that we are on the eve of complete revolution in motor car manufacture, which, in turn, inevitably leads to a certain hesitation before purchasing any cars of normal type.

Now, a complete "revolution" in motor cars has been announced time after time, and there is nothing easier in the world than to take some relatively new device which may be both curious and promising, lose all sense of proportion, and proclaim the millennium. But whenever this happens it is curious that the ultimate result falls far short of expectations. Certainly, something usually appears with a fanfare of trumpets, and for a brief space there is what, in naval parlance, would be called a "buzz," but when the dust and shouting have died down the big firms are still manufacturing the same cars; the immense revolution prophesied has ended, like many prophecies, in smoke.

Slow Improvement

Now, if one thing is more certain than another, it is that cars do not suddenly change their form, or any of their components, for something infinitely better in one fell swoop. The amount of time and trouble, investigation, trial, and test which is necessary before any new device can be adopted is unbelievable to all but those responsible for the evolution of the chassis. Hundreds of things come into it. A new component may be extremely good, but too expensive to use; a device that overcomes one difficulty may introduce ten others; and of the ten, one makes that device impossible.

A manufacturer who suddenly adopted a new device, however worthy that device, might upset the ordered scheme of production throughout his works, and thereby lose great sums of money. New components, which behave in an exemplary fashion in the hands of their designers, of the works, testers, and of such friends of the manufacturer as can be trusted with the new machine, develop altogether extraordinary troubles when subject to the acid test of mass manufacture and trial in the hands of the average motorists. Always, all through motor car manufacture, it is necessary to improve chassis, but to do so with the utmost caution, lest one false step may bring ruin to the whole concern.

Novelty Is No Marvel

That is why it is wrong instantly to acclaim a novelty as a marvel. People can be led astray for miles by the statement that a hitherto unheard-of scheme has reached perfection, and, in the usual phrase of such things, is about to be adopted by great numbers of manufacturers. And how often that phrase has been used! How often a man comes to one or other of the many journals to show a new piece of mechanism, and to announce confidently that it has been taken up by great numbers of motor car firms!

In the matter of the gear change, this has happened more often than one can remember, and yet the ordinary gear box holds its own, and even to-day, when interest is concentrated on alternatives to the gear box, such alternatives as have passed strenuous tests are only adopted with commendable caution; that is to say, one or two models from the range produced are either fitted as standard with the alternative mechanism, or it is announced that such a mechanism can be fitted as an extra. Many of these new components are good; none of them will be adopted throughout the trade simultaneously; all of them have disadvantages as well as advantages, and for some years to come the sliding gear will hold its own.

RECORD VOYAGE

TO NEW ZEALAND BY MOTOR SHIP

32-DAY TRIP

News is to hand that the last voyage of the motor vessel "Zealandic," from Falmouth to Bluff, was made in record time, namely, 32 days 13 hours, the actual steaming time being 31 days 8 hours at an average speed of 15.7 knots.

The "Zealandic," which is owned by Shaw, Savill and Albion Co. and is a vessel of 11,600 tons deadweight with a twin-screw, Wallsend-Sulzer machinery of 7,450 h.p., was designed for a speed of 14½ knots fully laden.

"THE CROWD"

BIG PRODUCTION TO-DAY AT QUEEN'S

A VIDOR FILM

King Vidor, Metro-Goldwyn-Mayer director, who has given to the world of picture-goers such magnificent productions as "The Big Parade," "La Boheme," and "Bardelys, The Magnificent," has added another feather to his cap with his direction of "The Crowd." The latter, based on Victor's own original story, comes to the Queen's Theatre to-day and promises to prove one of the big productions of the year.

It is a simple story based on the humanities of life and containing nothing which millions of people have not experienced in their struggles for happiness.

Heading a large cast of players is Eleanor Boardman, the beautiful star of "Bardelys, The Magnificent," and many other noteworthy film productions, James Murray and Bert Roach.

"The Crowd" will remain the feature at the Queen's until Saturday.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAVA

According to the Chinese press, soldiers from Woonsoong Forts, hearing a report that pirates were operating with Tsungming Island as a base, raided their lair, and in the course of an armed skirmish recently killed or wounded 30 of the band. The others made off in ten junks for Kiangph. Another version has it that the pirates in reality were salt smugglers.

The "North China Daily Mail" says:—A bullet-riddled and dilapidated steel goods car belonging to the Tientsin-Pukow Railway was standing at the West Station as a silent witness of China's internal warfare. Six Chinese coffins were also deposited on view on the platform, but these grim relics did not draw any particular remark or comment from tourists when they detained. Probably they did not recognize them as coffins.

The news of a successor to Mr. S. P. Waterlow in the position of British Minister at Addis Ababa came as a surprise to many in Bangkok. Mr. Sydney Philip Waterlow arrived in Bangkok as British Minister on May 25, 1926, and went on leave in 1928. Bangkok was sorry to learn in October last that he was not coming back, and will be more sorry to learn that ill health is the cause of his leaving Addis Ababa. He took up his appointment there, but went home again on account of heart trouble. He is succeeded by Sir Sidney Barton, H. M. Consul General at Shanghai.

Mr. Robert de Billy, French Ambassador in Tokyo, who succeeded Mr. Paul Clandel three years ago, left Tokyo for home recently. It is reported that he will retire from the diplomatic service and take up farming in France. Like his predecessor, Mr. de Billy has done much towards the promotion of Franco-Japanese friendship and understanding through the medium of art, and he was responsible for the establishment of the Franco-Japanese Institute in Japan. He also made an effort to arrange an exhibition of Japanese paintings in Paris. The Ambassador is a member of the Genre Picture Society of Paris, and collected many objects of art while in Japan. The retirement of the French Ambassador will be regretted by his many friends in Tokyo, by whom he is held in high esteem.

The "Malayan Medical Journal," which is published quarterly, has embarked upon its fourth year, and a recent number shows that it is a flourishing concern which is fulfilling a real need in Malayan medical circles. To the layman probably the most interesting feature of this number is Sir David Galloway's article on "Singapore Ear," a distressing complaint from which most of us have suffered at one time or another. It affects Europeans chiefly, so we are told by Dr. Galloway, Arabs and Malays suffer rarely, Chinese scarcely at all. Dr. G. A. Dunlop contributes an account of observations made on an outbreak of an apparently infectious fever which occurred in Kuala Lumpur in the spring of 1928 and which, he considers may have been Nanukayami or seven-day fever. Extracts taken from a report by the Hon. Dr. A. L. Hoops on his tour in India under the Health Section of the League of Nations last year will be found interesting.

A party of Americans at the Grand National backed a batch of twenty-five 100-to-1 chances, but did not find the winner among them.

NEW ADVERTISEMENTS.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction

ON TUESDAY, May 14, 1929, commencing at 11 a.m., at the old kitchen of The Hong Kong & Shanghai Hotels, Ltd., Des Voeux Road, Central.

One Refrigerator, complete with Compressor and Condenser. Two C. O. 2 Plants Compressing 5 tons complete with Brine Pumps, Pulleys, Piping, Gauge Board, Shafting, Belting, Evaporators and Condensers. One Potato Peeler complete with Motor on Top. One Conservator. One Compartment Flour Bin also

Marble Top Table, Wooden Top Tables, Garbage Table, Decolite Top Tables, Wooden Sink, Gas Cooker, Ice Boxes, etc., and

Thirty Mirrors. On View from Monday, May 13, 1929.

Terms:—Cash on Delivery. LAMMEET BROS., Auctioneers. Hong Kong, May 9, 1929.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL"

ENTERTAINMENTS

To-day:—Queen's Theatre: "The Crowd." To-day:—World Theatre: "The Thief of Bagdad." To-day:—Star Theatre: "Lights of Old Broadway." To-day:—Majestic Theatre: "Mother." May 11—Grand Concert at the Sailors and Soldiers' Home, Praya East, 9 p.m. ("Delta"), 2.30 p.m.

Lammerts' Auction May 14—At old kitchen of H.K. & Shanghai Hotels, Ltd., Des Voeux-rd. Ctl., refrigerator, conservator, tables, gas cooker, ice boxes and mirrors, 11 a.m.

Home Mails To-day:—Inward from Europe via Siberia ("Hague Maru"), via Suez ("Delta").

To-day:—Outward for Shanghai, Japan and Europe via Siberia ("Delta"), 4.30 p.m.

Sport May 11—St. Joseph's College Athletic Meeting, Sookumpoo.

Meetings May 10—Further meeting of United Asbestos Oriental Agency, Ltd., Messrs. Dodwell & Co.'s offices, 11 a.m.

May 17—Half-yearly meeting of voting members of H.K. Jockey Club, H.K. Club Annex, 5.10 p.m.

May 23—Forty-eighth ordinary general meeting of shareholders of the Canton Insurance Office Ltd., Messrs. Jardine's offices, noon.

May 24—Meetings of Union Insurance Society of Canton, Ltd., China Fire Insurance Co., Ltd., and British Traders' Insurance Co., Ltd., at Union Bldg., 11 a.m., 11.15 a.m., and 11.20 a.m., respectively.

Miscellaneous May 10—At Volunteer Headquarters, Annual Corps smoking concert, dinner and distribution of Corps trophies and musketry prizes. May 13—Pianoforte Recital by Mr. Harry Ore's pupils, St. John's Cathedral Hall, 5.30 p.m.



The French team won the International Cross-country Championship at Vincennes, with England, Spain, Belgium and England next in order. Ten nations took part. The first man home was an Englishman, Sergeant W. M. Corterell.

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5286 WHEN LIZA ROLLS HER EYES Slow Fox Trot
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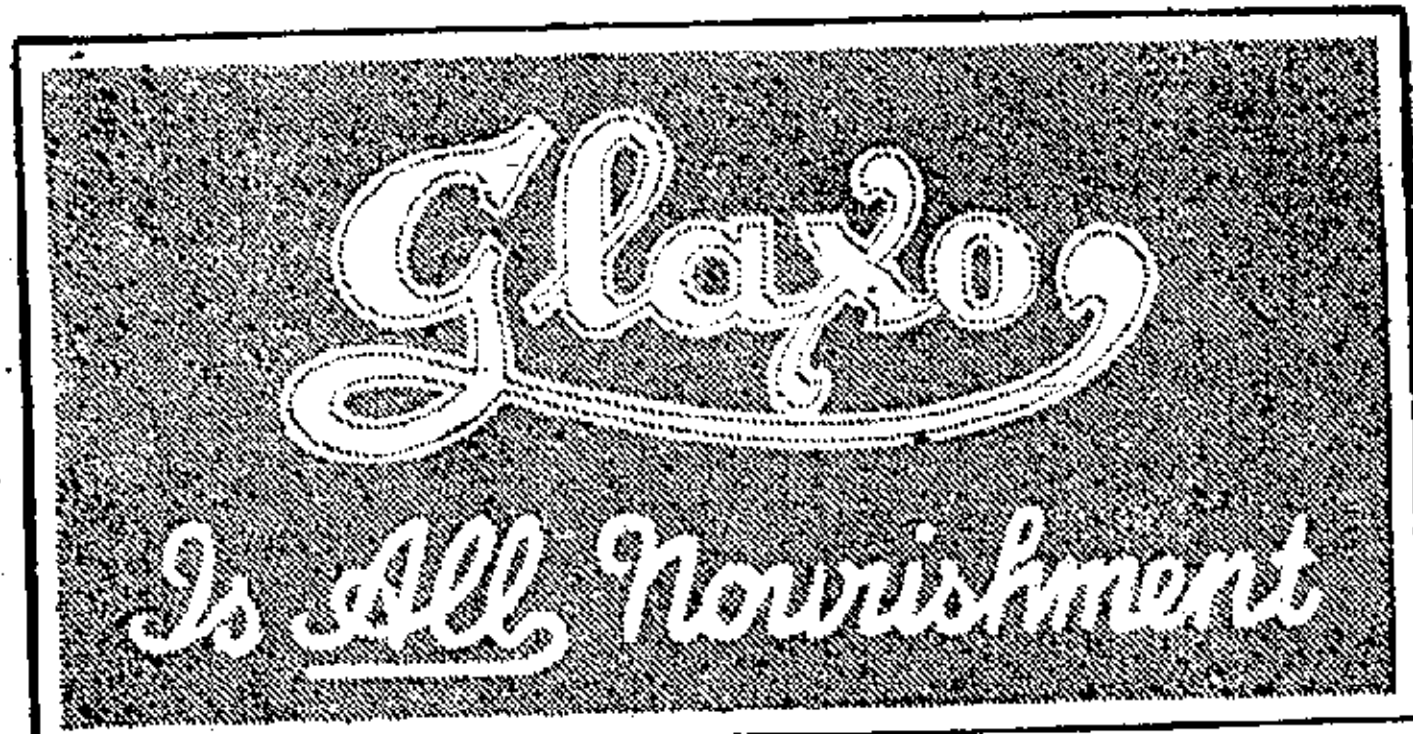
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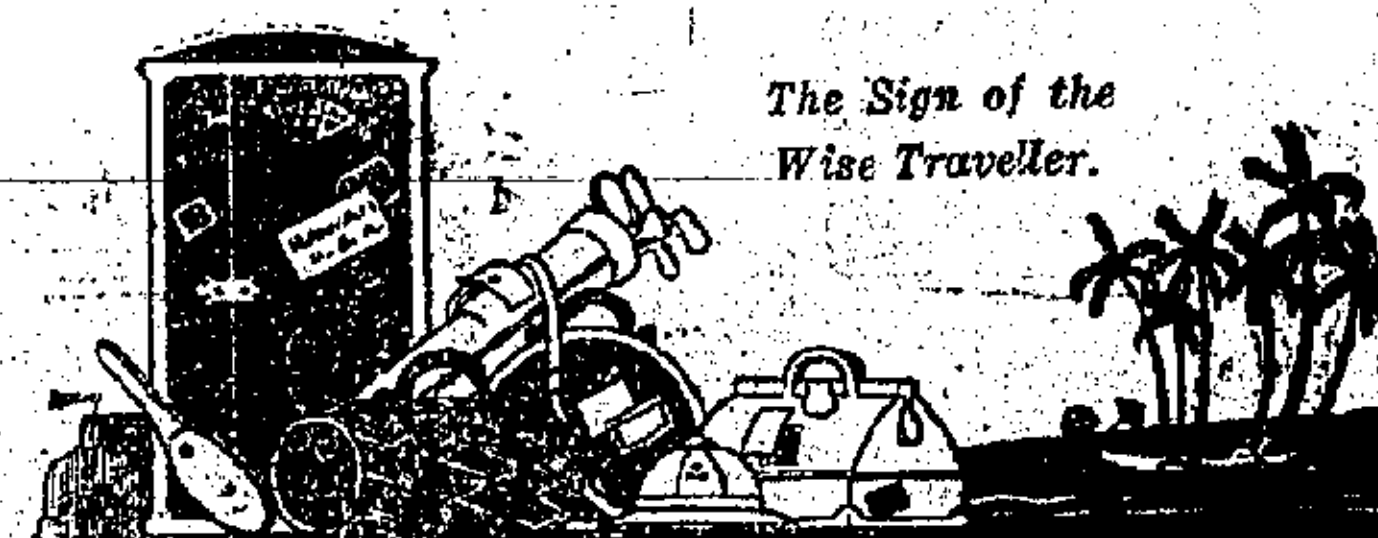
He spends his vacation in America's Enchanted Island Playground because in Hawaii he can find the golden combination of old-time native customs and modern comforts; and he knows that cool trade winds bring eternal Spring to the Paradise Isles. May and June are the gorgeous months with flowering trees gone wild with colour.

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HOME CRICKET 1ST CLASS COUNTIES AND THEIR FIXTURES NEW ARRANGEMENT

London, March 28.
Special interest will attach in this year's cricket season to the new method of deciding the County Championship. Under the new arrangement the first-class counties give up their old powers of playing whomsoever they desired to meet, and allow their programmes—consisting of 28 matches, no more and no less—to be drawn up for them by a sub-committee of four, representing the North, the South, the West, and the M.C.C. Eight points are to be scored for a win, four points to each side when there is no first innings result or no play at all, and, in a drawn game, five points to the side leading on the first innings and three to its opponents. The Champion-

DON'T WASTE WATER!

ship goes to the county obtaining the largest number of points. The notable advance made under this latest plan towards a really satisfactory competition consists in the agreement that each county shall play exactly the same number of competition matches. Furthermore the scoring, inasmuch as it possesses the quality of simplicity, may be cordially welcomed.

The South Africans
While a purely domestic season might have been desired for a trial of the new regulations governing the County Championship, there will be a warm welcome for the South Africans coming here this summer under the leadership of H. G. Deane. Their first match will be on May 1 at Worcester, and in all they will play 87 matches, including Test Matches at Birmingham, Lord's, Leeds, Manchester, and the Oval. Their team will include only three of the men here in 1924—H. G. Deane, H. W. Taylor, and R. H. Catterall, the brilliant young batsman who played three-figure innings against England at Birmingham and Lord's. These three will be supported by five others who played in the Test Matches 18 months ago against Captain Stanyforth's team—Vincent, a low left-handed bowler, who met with pronounced success against the M.C.C., Cameron, the leading wicket-keeper, D. Mokel, an all-rounder, Ochsle, and Siedle. Fielding is stated to be one of the strong points of the team, which also contains, apparently, plenty of batting and bowling, but it must be matter for regret that neither Bissett nor Nupen—bowlers of proved ability—has been able to make the trip.

Six county players will be granted benefits this year—Sutcliffe, Freeman, Macdonald, Peach, Livesey, and Durston. Lancashire have great hopes of retaining the Championship, for nine regular professionals are all available and in P. T. Ekersley they have a good successor to Colonel Green in the captaincy. Makepeace, now 47 years of age, has accepted an appointment as assistant cricket instructor under J. T. Tyldesley, and so presumably drops out of the eleven, but, as he is still active in the field and last season had an average of nearly 40, it is possible Lancashire may still want his assistance. There are about a dozen young professionals undergoing training at Old Trafford, and also available is a promising fast bowler named Hodgson, from the Liverpool district. G. B. Legge will again captain Kent, and he will have the assistance not only of the six professionals, who worked so well last summer, but in the course of the season of nearly all the amateurs who from time to time turned out for Kent a year ago. There may be some changes in the constitution of the Nottinghamshire eleven, but A. W. Carr will again lead the team. It is hoped that S. Staples, who has been under treatment at Bath since his return from Australia, will have fully recovered in time to take his place in the side. Richmond and Flint are no longer on the ground staff at Trent Bridge, but their services when required are available. Matthews—at one time a useful fast bowler—has left to join a league club.

New Blood For Yorkshire
W. A. Worsley remains captain of Yorkshire. All the regular players are available, but the possibility of some changes becoming necessary is so well recognised that, during the past two months, nearly 50 young professionals and a number of amateurs have undergone some measures of coaching from George Hirst. Yorkshire have plenty of batting, but there exists a great need—likely

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	1/11 3/4
Bank, wire	1/11 7/16
Bank, on demand	1/11 7/16
Bank, 30 days' sight	1/11 7/16
Bank, 4 months' sight	1/11 7/16
Credits, 4 months' sight	2/- 3/4
Documentary 4 months' sight	2/- 3/4
On Paris—	1212 1/2
On demand	1212 1/2
Credits, 4 months' sight	1227 1/2
On Berlin—	1227 1/2
On demand	1227 1/2
On New York—	47 3/4
On demand	47 3/4
Credits, 60 days' sight	49
On Bombay—	130 1/4
Wire	130 1/4
On demand	130 1/4
On Calcutta—	130 1/4
Wire	130 1/4
On demand	130 1/4
On Singapore—	84 1/4
On demand	84 1/4
On Manila—	95 1/4
On demand	95 1/4
On Shanghai—	79 1/2
30 days' sight (private paper)	79 1/2
On Yokohama—	105 1/4
On demand	105 1/4
Gold Leaf, 100 fine (per taol)	9.90
Sovereigns (Bank's buying rate)	25 5/16
Silver (per oz.)	25 5/16
Bar Silver in Hong Kong	3% Prem.
Copper Cash	Nominal
Chinese Copper Cents 6% Prem.	
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	33 3/4% dis.
Hong Kong Sub. Coin Par.	

LONDON EXCHANGES

London, Yesterday.	
Paris	124.20
New York	4.85 7/32
Brussels	34.95
Geneva	25.19
Amsterdam	12.06 1/2
Milan	92.65
Berlin	20.46 1/2 (7)
Stockholm	18.10 1/2
Copenhagen	18.20 1/2
Oslo	18.19 1/2
Vienna	34.55
Prague	163 3/4
Helsingfors	193
Madrid	34.05 1/2
Lisbon	108
Athens	575
Bucharest	816 1/2
Rio	5 87/64
Buenos Aires	48 5/16
Bombay	1/5 29/32
Shanghai	2/5 1/2
Hong Kong	1/11 3/4
Yokohama	1/10 3/16
Silver Spot & Forward	25 5/16

—British Wireless Service.

to become more and more pressing—of additions to the bowling strength of the side. It is stated that not only all the professionals called upon last summer, but all the amateurs as well will be available for Surrey when required. The big need, as for so many years past, is some strengthening of the attack. Middlesex, who this year will be captained by N. Haig, will undertake the heaviest programme ever arranged by the county. They play six matches off the reel in May, and altogether decide 10 of their 14 Championship games at Lord's before the end of June.

Sussex, who in 1928 met all the other first-class counties, have, under the new Championship system, to reduce their programme to 28 matches, and a new departure is a game with Wales at Hove at the end of May. The Nursery, under the direction of George Cox, contains a lot of likely material, and Albert Relf has been engaged to coach the members of the eleven. There will be cricket weeks at Hove, Hastings, Eastbourne, and Hove. Once again Hampshire, under the captaincy of Lord Tennyson, will have to depend mainly upon their six leading professionals—Mead, Kennedy, Newman, Brown, Livery and Boyes.

Essex are taking vigorous steps to set their house in order. The big departure is the establishment at Leyton of the long overdue nursery, which it is hoped will bring out the cricket talent existing in the county. To this end the committee are hoping to secure the services of a professional well qualified to instruct the younger players. H. M. Morris succeeds J. W. H. T. Douglas as captain. While the large majority of Essex matches will be played at Leyton, where the accommodation has been much improved, cricket weeks take place at Chelmsford, Colchester, and Southend. By arrangement with the Army Sports Central Board, to whom the Leyton ground was sold some years ago, Essex have been granted a lease on advantageous terms, and so again become virtually the owners of their headquarters.

T.T. on London 1/11 3/4
T.T. on Shanghai 80

Banks

H.K. Banks	\$1210 b 1215 sa
H.K. London Reg.	\$131 n
Chartered Bank	\$19 b
Mercantile A. & B.	\$33 n
Mercantile C.	\$15 1/4 n
P. & O. Bank	\$9 1/4 n
Bank of East Asia	\$90 1/2 n

Insurances

Canton Insurance	\$695 b
Union Insurance	\$368 b
North China Insurance	\$160 b
Yangtze Insurance	\$350 n
China Underwriters	\$220 b 230 s
China Fire Insurance	\$300 b
H.K. Fire Insurance	\$765 n

Shipping

Douglases	\$33 s
H.K. Steamboats	\$26 s
H.K. Tugs & Lighters	\$24 1/2 b
Indo-China (Pref.)	\$45 b
Shell Transports	\$98/- n
Shell Transports (new)	\$98/- n
Union Water-boats	\$22 n

Mining

Benguets	\$24 1/2 b
Italian Mining Ad.	\$4/- b
Langkats (comb.)	\$14 n
Langkats (singles)	\$7 1/2 n
Shanghai Explorations	\$234 s
Shanghai Loans	\$74 1/2 n
Raubas	\$6.65 n
Tronoh Mines	\$17 1/2 n

Docks, Wharves, Godowns, &c.

H.K. & K. Wharves	\$121 n
H.K. & W. Docks	\$36 s
China Providents	\$44 1/2 b 4 1/2 s
	\$440 sa
Hongkows	\$178 n
New Engineerings	\$75 1/2 b
Shanghai Docks	\$125 n

Cotton Mills

Evo Cottons	\$12 1/2 b
Oriental Cottons	\$2 b 2 1/5 s
Shanghai Cottons (old)	\$72 s
Shanghai Cottons (new)	\$73 n

Land, Hotels & Buildings

H.K. & S. Hotels	\$84 n
H.K. Lands	\$62 b
Shanghai Lands	\$143 n
Humphreys' Estates	\$14.35 n
H.K. Realities	\$8.35 n
H.K. Territorials	—
Prince's Buildings	—

Public Utilities

H.K. Tramways	\$18.60 b 18 1/4 s
Peak Trams (old)	\$12 1/2 b
Peak Trams (new)	\$6.30 b
Star Ferries	\$66 1/2 b 67 s
China Lights (comb.)	—
China Lights (old)	\$13 b x r.
	\$73 b rights

China Lights (new)

China Lights (new)	—
I. K. Electrics (old)	\$57 1/2 b
	\$58 1/2 s 58 sa
H.K. Electrics (old)	\$57 1/2 b
H.K. Electrics (new)	—
Macao Electrics	\$26 1/2 n
H.K. Telephone	\$7 b 7 1/10 sa
China Buses	\$14 1/4 b
Singapore Tractions	\$11 1/6 n
Singapore Pref.	\$16 1/6 b
Sandakan Ltd.	\$2 1/2 s

Industrials

China Sugars	\$1 n
Malabon Sugars	\$27 b
Canton Ices	\$1.80 b
Cements (comb.)	\$8.10 b 8.30 s
	\$8.10 sa
Cements (old)	\$7 1/2 s
Cements (new)	\$14.00 n
H.K. Ropes (old)	\$6.85 b
H.K. Ropes (new)	—
United Asbestos	\$5 b

Stores, &c.

Dairy Farms	\$19 b 19 1/4 s
Watsons	\$1.20 n
Der A. Wings	\$80 cta. b
Lane, Crawford's	\$2 s
Mackintoshes	\$13 b
Sinceres	\$11.80 b
Wm. Powells	\$3.65 n

Miscellaneous

H.K. Amusements	\$304 s
Hong Kong Constructions	\$14 s
B. Ind. G.S. Bonds	63 1/4% b
H.K. Govt. Loans	5% b Prom.

STANDARD TIME.

SUNRISE AND SUNSET IN COLONY

Sunrise and Sunset in Hong Kong for May (Standard time of the 120th Meridian, East of Greenwich), are as follows:—

May	a.m.	p.m.
9	5.47	6.53
10	5.45	6.54
11	5.45	6.54
12	5.45	6.55
13	5.45	6.55
14	5.44	6.55
15	5.43	6.56
16	5.43	6.56
17	5.42	6.56
18	5.42	6.57
19	5.42	6.57
20	5.41	6.58
21	5.41	6.59
22	5.41	6.59
23	5.40	7.00
24	5.40	7.00
25	5.40	7.01
26	5.40	7.01
27	5.40	7.02
28	5.39	7.02
29	5.39	7.02
30	5.39	7.03
31	5.39	7.03

Gordon Richards has begun the new flat-racing season in good style, going at once to the top of the jockey list. He did the hat-trick one of the afternoons at Liverpool.

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Local news has been well to the fore during the past week, discussions centring round an official report on the subject of motor taxation, the condemnation of the rescue tug "Kau Sing," and the water supply restrictions, whilst in legal and military circles great interest has been taken in the suit brought by the Bank against the Government as a sequel to the Carvalho Yeo case, and the court-martial of a corporal in the K.O.S.B. has been attended by very searching cross-examination of witnesses. These are all items that you cannot compress into the narrow compass of a letter—let the "Overland China Mail" be your news carrier. Home and abroad, illustrated as is by coloured photographs of local persons and local scenes.

China is faced with yet another Civil War, the belligerents this time being Kwangtung and Kwangsi. The developments in the war arena may well react unfavourably on the trade between Canton and Hong Kong. In the "Overland China Mail" the whole situation is explained by experts.

Further afield the Duke of Gloucester has literally taken Japan by storm on his Garter Mission. Full cablegrams are reproduced in the "Overland China Mail" describing the main ceremony and the chief incidents in the Royal visit. These will reach the people at Home long before they can read them by mail from Japan.

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"THE OVERLAND CHINA MAIL"

Sport Columns

RACING

1ST EXTRA RACE MEETING THIS MONTH

WEIGHTS ALLOCATED

The following are the weights for the principal races for the Hong Kong Jockey Club's fifth extra meeting on May 18 and 20:

FIRST DAY

Race No. 4—Third Aggregate Stakes—One Mile.

Christmas Chimes	154
Chesapeake Bay	154
San Francisco	154
City Hall	154
Grand Tattoo Eve	149
Cream Cracker	149
Loch Elvie	149
Huntington	149
Skinfaxi	149
Noukhal	149
Monterey Bay	149

Race No. 5—Cust Rock Stakes—One Mile.

Tangle	155
The Pheasant	155
O-Moon	155
King's Falloch	155
The Ape	155
Skinfaxi	155
Duke of Normandy II	155
Noukhal	155
The Sun	155
The Jamaica	155
Flying Stag	155
Zephyr	155
Cream Cracker	155
Loch Elvie	155
King's Parade	155

Race No. 6—Peng Chau Stakes—Once Round.

The Plamigan	158
Argonny	158
Chico	158
Sopren	155
Mountain Air	155
Big Ben	155
Szatmar	155
Mirror Hall	155
Duke of Milan	155
Ploughman	155
Movanagher	155
White Jade	155
Tornado	155
Half Pint	155
Erstwhile	155
Heretofore	155
Papaya	152
False Alarm	152
Sunshine	152
The Jungle Book	152
Bronze Idol	152
Inca	152

SECOND DAY

Race No. 1—Crocodile Stakes—Six Furlongs.

The Plamigan	158
Argonny	158
Chico	158
Sopren	155
Mountain Air	155
Big Ben	155
Szatmar	155
Mirror Hall	155
Duke of Milan	155
Ploughman	155
Movanagher	155
White Jade	155
Tornado	155
Half Pint	155
Erstwhile	155
Heretofore	155
Papaya	152
False Alarm	152
Kum On	152
Sunshine	152
The Jungle Book	152
Bronze Idol	152
Inca	152

Race No. 2—Cheung Chau Plate—Five Furlongs.

Chesapeake Bay	170
Huntington	167
Blue World	165
Monterey Bay	165
Erin's Isle	165
Sunning	165
Young Pretender	162
Buster	162
Target	162
San Francisco	158
Mount Elburz	155
The Jamaica	155
Chow Tsze Lon	155
Blue Danube	155
Ideal Stag	155
Erstwhile	155
Duke of Melrose	155
Glory	152
Farmanadam	152
Cream Cracker	152
Loch Elvie	152

Race No. 4—Whitsun Plate—One and a Quarter Miles.

Christmas Chimes	160
Chesapeake Bay	159
Town Hall	156
Grand Tattoo Eve	156
King's Falloch	154
Young Pretender	153
Pickle	153
Imperial Hall	151
Monterey Bay	151
Loch Elvie	149
Skinfaxi	149
One Third	149
Tangle	139

Race No. 7—Lama Plate—From the Two Mile Post Once Round and In (about 1 Mile 165 Yards).

King's Falloch	163
The Pheasant	162
Skinfaxi	160
The Ape	160
Duke of Normandy II	157
Noukhal	157
Alderley	155
The Sun	155
The Jamaica	155
Flying Stag	155
Zephyr	155
King's Parade	152
Cream Cracker	152
Loch Elvie	152
Monk	150
Rummy	150
Szatmar	150
Duke of Milan	150
Tornado	150
Heretofore	147
Sunshine	147
Bronze Idol	147

SHANGHAI SPRING MEETING CONTINUED

CHAMPIONS DAY

Yesterday was Champions Day, the third day of the Shanghai spring race meeting. The following winning sweep numbers and detailed results are published by courtesy of the Hong Kong Club.

The winning Champions ticket numbers were—"A" Class: 3822, 27544, and 12181. "B" Class: 18151, 4019, and 16362.

The Yangtze Cup, 1 Mile.

Mr. Day's New Zealand

Messrs. McBain and Sokoloff's

Veterock

Mr. Powhattan's Sahara

(Mr. Bowling)

Time: 2 mins. 13.4/5 secs.

The Kiangsu Cup, 2 Miles.

Mr. S. A. Judah's Meadow-green

Mr. Eve's Victory Eve

(Mr. Encarnacao)

Mr. Liddell's Howcroft

(Mr. Maitland)

Time: 4 min. 41.2/5 secs.

The Racing Stakes, 1 Mile.

Miss Ada Law's Kilmory

(Mr. Needa)

Messrs. Bailey and Heard's

Castle Diamond

(Mr. Springfield)

Time: 2 min. 15.2/5 secs.

The Rubicon Plate, 1 1/4 Miles.

Messrs. Leander & Co's Ontario

(Mr. Collaco)

E.E. & W.H.'s Bright Lad

(Mr. Wells Henderson)

R.S. & C.O.C.'s John Willy

(Mr. Wells Henderson)

Mr. B. P. Lalaca's Lysander

(Mr. Maitland)

Time: 2 min. 49.4/5 secs.

The Great Northern Handicap, 1 Mile.

Mr. Day's Dare Devil

(Mr. Dallas)

Mr. Kenjoy's Purple Diamond

(Mr. Brand)

Mr. Allan's Michigan

(Mr. McCann)

Time: 2 min. 12.4/5 secs.

The Chefoo Handicap, "A" Class, 1 1/2 Miles.

M. and L.G.W.'s Western Field

(Mr. Hill)

Mr. Mogroki's Wiki-Wiki

(Mr. Harris)

Messrs. Aitch and Jay's Raftery

(Mr. Jack)

Time: 3 mins. 34.1/5 secs.

The Chefoo Handicap, "B" Class, 1 1/2 Miles.

Mr. Whitemaryden's Saracen

(Mr. Collaco)

Mr. J. A. Hayes' Forty-Six

(Mr. Bett)

Mr. R. H. McNair's Skinny

(Mr. Bauld)

Time: 3 min. 34.1/5 secs.

The Ningpo Cup, 1 1/4 Miles.

Mr. Massachusetts' Mongol Boy

(Mr. Judah)

Messrs. H. Le Moulee and

S. R. Owen's Spark Hill

(Mr. Needa)

Mr. Dixie's Copper

(Mr. Harris)

Time: 2 min. 49.4/5 secs.

"Shafere" Challenge Cup and Champion Sweepstakes (Classic), 1 1/4 Miles.

Mr. and Mrs. A. V. White's Pat

(Mr. Collaco)

Mr. Liddell's Wheatcroft

(Mr. Brand)

Mr. Day's Poppyland

(Mr. Dallas)

Time: 2 min. 43 secs.

"A" Class winning tickets.—

3822, 27544, 12181. "B" Class.—

18151, 4019, 16362.

The Jockey Cup, 1 1/4 Miles.

We Two's Shorty McGee

(Mr. Rathe)

Messrs. Edgar and Springfield's

Prince Riebert (Mr. Reiber)

Mr. A. N. Dallas' Royal Lancer

(Mr. Herlofson)

Time: 2 min. 50.2/5 secs.

The Newchwang Cup, 1 Mile.

Messrs. Winsome and Hasty's

The Nighthawk (Mr. Hill)

(Mr. Encarnacao)

Mr. Allan's Good News

(Mr. McCann)

Time: 2 min. 11.4/5 secs.

The Dalry Scramble, 1/2 Mile.

McBain Bros' Squeak

(Mr. Rathe)

Mr. H. Le Moulee's Kalfalla

(Mr. Judah)

Mr. Day's Netherland

(Mr. Dallas)

Time: 1 min. 2.2/5 secs.

The Consolation Cup, 1 1/4 Miles.

Mr. G. C. Purdue's Coeur de

Leon (Mr. Sokoloff)

Mr. R. D. Parkin's Bintang

(Mr. Harris)

Mr. Day's Cloverland

(Mr. Dallas)

Time: 2 min. 51.2/5 secs.

The Powhattan Sweep

Of the tickets sold in Hong

Kong in the Powhattan Champion

Sweepstake, the following num-

bers drew prizes:

No. 409—Appleleaf.

1524—Don Philippe.

2440—Wedding Eve.

3386—Kingeroff.

3624—Purple Diamond.

4806—Tavel.

4817—Firefly.

9727—Cowboy.

11267—Dare Devil.

13768—Education.

DON'T WASTE WATER!

WAH YAN COLLEGE

ANNUAL ATHLETIC SPORTS MEETING

SOME CLOSE FINISHES

In spite of the inclement weather, the fourth annual athletic sports meeting of the Wah Yan College was held yesterday afternoon on the South China ground at Caroline Hill, when a lengthy programme of 29 events was gone through.

The rain and the soft ground notwithstanding, there were some close finishes in the running events. The Inter-Class Tug-of-War had to be called off, however, owing to the state of the ground.

Fung Kwok-wa won the senior championship, winning five events and securing second places in eight others. The junior championship went to Fung Wing-pin. The prizes won yesterday will be distributed at the school's annual prize giving.

The results were as under:—

100 Yards (Sr. Championship):

1, Fung Kwok-wa; 2, Chan Kam-wai. Time: 11 secs.

100 Yards (Jr. Championship):

1, Fung Wing-piu; 2, Ho Po-kwong. Time: 12.4/5 secs.

220 Yards (Sr. Championship):

1, Fung Kwok-wa; 2, Chan Kam-wai. Time: 25.1/5 secs.

220 Yards (Jr. Championship):

1, Tsang Hin-ho; 2, Fung Wai-piu. Time: 30 secs.

100 Yards (Small Boys):

1, Chuen Wa-fai; 2, Thun An-cheung.

1/4 Mile (Sr. Championship):

1, Fung Kwok-wa; 2, Lee Chuen-sum. Time: 58 secs.

1/4 Mile (Jr. Championship):

1, Lam Tin-tong; 2, Chung Chan-fan. Time: 66.1/5 secs.

120 Yards Handicap (Small Boys):

1, George Lay; 2, Chow Chan-lam.

Long Jump (Sr. Championship):

1, Chan Kam-wai; 2, Boon Yun-sang.

Obstacle Race: 1, Jim Wong; 2, Lee Chuen-sum.

Small Boys' Sack Race: 1, Shuen Cho-wa; 2, George Lay.

Bicycle Race (2 Miles Open):

1, Luk Man-sum; 2, Ho Shu-kwong.

Putting the Weight: 1, Chan

Yew-ho; 2, Fung Kwok-wa. Dis-

tance: 33 1/2 feet.

Three-Legged Race: 1, Jim

Wong and Li Chuen-sum; 2, Lam

Ping-tong and Pang Kui-ying.

Low Hurdles (Jr. Championship):

1, Fung Wing-siu; 2, Ho

Po-kwong.

Low Hurdles (Sr. Championship):

1, Boon Yun-sang; 2,

Fung Kwok-wa.

High Jump (Sr. Championship):

1, Chan Kam-wai; 2, Fung

Kwok-wa.

Inter-School Relay Race: St.

Paul's College.

Invitation Scouts' Race: 1, A.

Hunt (5th Troop); 2, P. Kwong

(1st Troop).

1/2 Mile Open Championship: 1,

Fung Kwok-wa; 2, Lam Yiu.

Time: 2 mins. 28 secs.

Old Boys' Race: 1, E. Chan;

2, Leung Kam-kwong.

Pole Vault Open: 1, Boon Yu-

tin; 2, Lee Chuen-sum. Height:

9 feet.



THE MOTORISTS' PAGE

SINCERE'S

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ON TYRES

POTENTIAL MILEAGE WASTED

The following is the second of a series of articles on the modern tyre, the first of which appeared in the "Ford Times".

There are many ways in which potential mileage can be wasted by the unthinking motorist. It may be safely assumed that today the pneumatic tyre is a thoroughly sound article. Probably in no industry have such great strides been made in improving manufacturing processes and in the acquiring of technical knowledge and skill, as in the Tyre industry.

Years ago there is no doubt that many cars were under-tyred and even when the tyres were fully inflated they did not contain a sufficient volume of air to support the load. Tyre manufacturers have maintained close contact with car manufacturers and this contact has resulted in adequate sizes of tyres being fitted to the various car models as standard equipment.

Inflation Pressure
We have said that the whole secret of successful performance in connection with pneumatic tyres is bound up with the question of inflation pressure. In every case there must be a sufficient quantity of air in the tyre to support the load and to provide reasonable shock absorption.

Although it is so obvious that pneumatic tyres depend for their satisfactory performance upon the air in them, it is still unfortunately true that this inflation question is sadly neglected by many motorists. The motoring community almost seems to adopt the attitude that the tyre manufacturer in reiterating advice as to inflation pressure is in some way making an excuse for his products. When one examines the question closely, it is evident that the tyre manufacturer must, in season and out of season, preach the doctrine of correct inflation pressure. Once his products get into the hands of the user, the potential mileage built into them can quite easily be reduced to a figure which suggests to the unthinking motorist that the tyre construction is weak or faulty. Everything is in the user's hands, and it is very well worth while paying the necessary attention to the inflation question, because correctly inflated tyres do have a proper chance of rendering the mileage built into them by their makers.

Test Pressures

There are certain specific forms of tyre failure which are almost wholly attributable to neglect of the inflation pressure question. These types of failure can be avoided if only the motorist will make a firm rule to test his tyre pressures frequently and regularly. Once a week should be sufficient in the ordinary way, and a prominent maker of inflation pressure gauges has adopted the slogan—

"Test your tyres every Friday."
This is an admirable slogan and if the advice it gives was adopted by every motorist there would be far greater general satisfaction experienced with pneumatic tyre service. In connection with pressure testing it is important to remember that it is quite impossible to tell whether a tyre is under-inflated by its appearance. It is essential that a gauge is applied to the valve.

Incorrect Inflation

Coming to the disastrous effects of incorrect inflation, it has been proved that the "casing" (which is the very heart of a pneumatic tyre) quickly becomes fatigued when there is excessive bending of the cord material on the shoulder. This excessive bending must always occur when there is lack of adequate air pressure and in time the "casing" will tend to break up at the point of flexing and the plies of material will separate one from another. The

damage caused is frequently impossible to repair and the motorist will appreciate that through neglect of the air pressure question, a thoroughly sound tyre can be destroyed with very serious consequences to the tyre bill.

So much are tyre failures due to abuse by owners, that the various tyre firms have special examination and testing organisations, a part of whose duties it is to deliberately reproduce various forms of tyre abuse to prove their effects upon tyre life.

The Tyre Tread
Apart from the damage which under-inflation must obviously inflict upon the tyre "casing," it has its effect also on the tyre tread. This may appear curious, but it should be explained that when the tread is insufficiently supported by air pressure and is "flabby," it tends to spread itself over the road and the constant scraping movement of the tread on the road leads to undue abrasion. This is a type of unnecessary wear directly attributable to under-inflation. The illustration reproduced shows a typical example of such wear and it is unnecessary to point out that by neglecting the inflation pressure question, a motorist is needlessly sacrificing a considerable amount of potential tread wear.

Increase Long Haul

The effect of the automobile on rail traffic in Canada has been that long haul traffic has increased while short haul traffic has decreased, says the passenger traffic office of the Canadian National Railways.

CHRYSLERS

NOTABLE SPEED TRIUMPHS

Chrysler cars have achieved notable triumphs in speed, durability and general performance contests in four foreign countries recently, according to reports received in Detroit from correspondents at the scenes.

Among them is the success scored by two Chrysler 72 roadsters in South America, one of which, piloted by Victor Fabini, competed in the Seventh International speed championship at Carrasco, Uruguay.

In the three-day International Reliability tour over a muddy course of 810 miles from Montevideo to Carrasco, two Chryslers were among the seven cars to finish out of thirteen entries. A 72 roadster, driven by Richardo Sanquineti and carrying three passengers, was first with by far the best score.

Another 72 roadster carried off the laurels at the Puebla races in Mexico. Other foreign victories to the credit of the silver-winged Chrysler include two scored by A. H. Collier in Australia.

During the time these cars were winning new acclaim, a long 72 sedan was upholding the Chrysler traditions of speed, power, and endurance in a daring run up and down the length of Africa.



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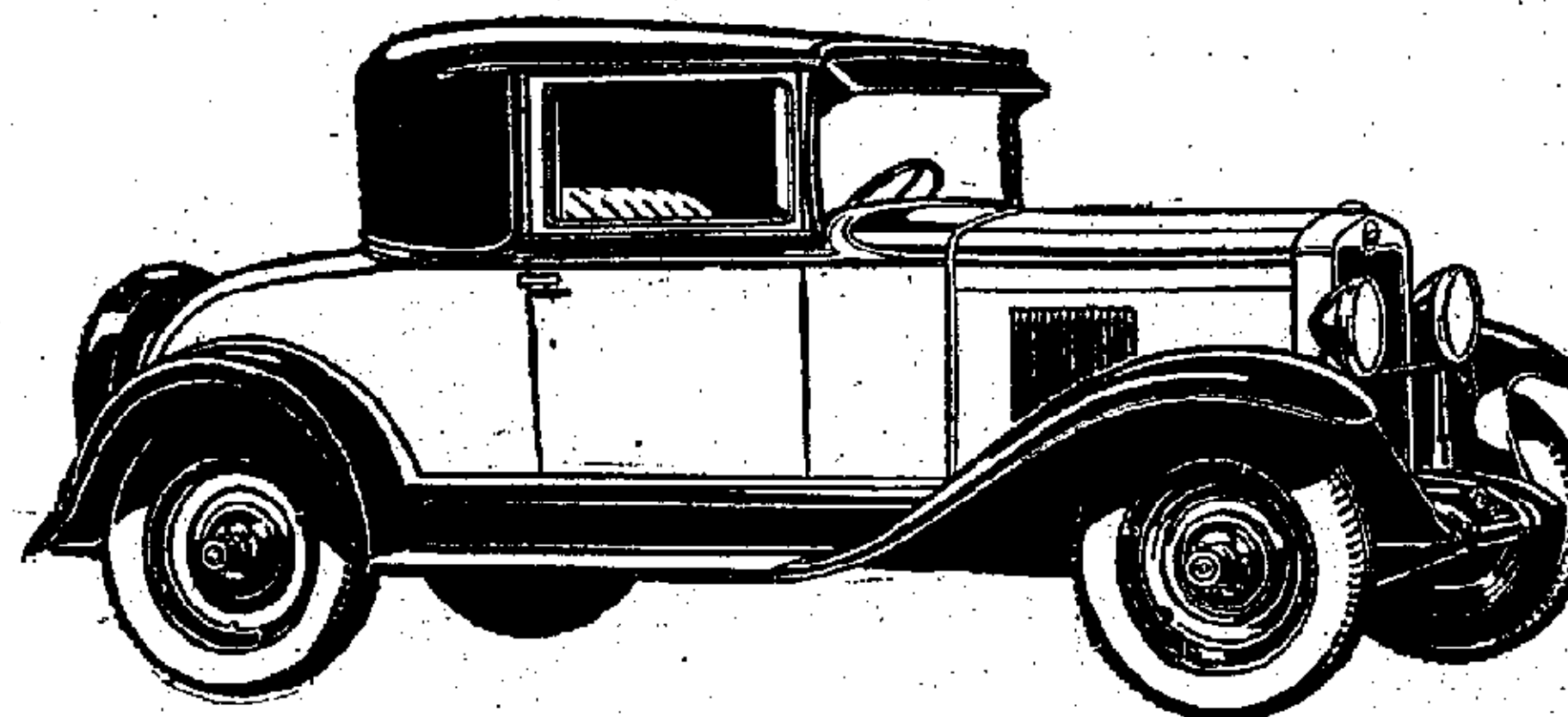
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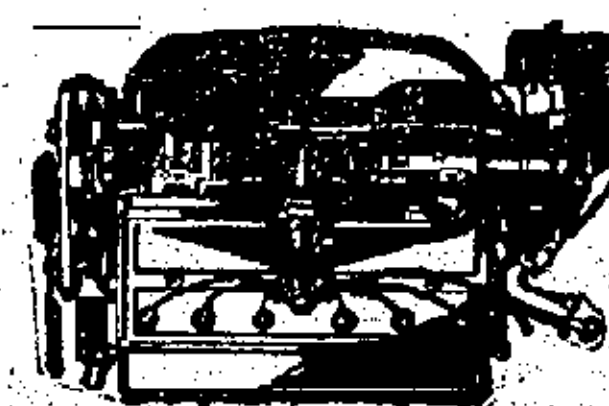


To see the New Chevrolet is to realise that there has finally been achieved in a low priced car those qualities of beauty, grace and distinction heretofore attained only by the exclusive leaders in custom design.

To inspect the chassis is to discover feature after feature of advanced engineering design once thought impossible to provide except in the highest priced automobiles.

To drive this sensational car is to experience an amazing revelation. For here is all the delightful smoothness which has created the preference for the six—made even more marvellous by that outstanding economy of fuel and upkeep which has been characteristic of Chevrolet for 16 years.

May we take you for a drive—to-day?



A Six at the Price Range of a Four

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The Outstanding Chevrolet of Chevrolet History

RUBBER FOR CARS

INTERESTING MARKETS
POINTS

In a recent report Messrs. Baker, Morgan and Co., Kuala Lumpur, state:—

The Malayan shipments of rubber for March, amounting to 49,448 tons, caused a certain amount of depression in the markets, particularly New York, where, it appears, speculators were again showing "bullish" interest.

The publication of these figures however, without any indication as to the amount of "re-exports" included, cannot be regarded as other than most unsatisfactory. F.M.S. statistics are carefully and completely compiled and published regularly and we fail to see why the Straits Settlements should not also adopt a properly business-like attitude and publish all valuable data fully and promptly.

There is little doubt that the American rubber pool is, by its operations, depressing the market at present and in this connection it is interesting to note that Congressman Loringblack has protested on the grounds of the detrimental effect on small consumers and others.

The time is fast approaching when warmer weather in Europe and America will bring thousands of cars back to the roads. Apart from the fact that there will be more cars in use than ever before it is probable that they will be used more often as, after the extreme cold recently experienced, a warmer spring, more attractive to motorists, may reasonably be anticipated.

New Car Designs

Some little time ago we remarked on the prevailing tendency to design each new car to accelerate faster, maintain a higher average speed and stop in a relatively shorter distance than its predecessor. The first and second naturally make the third attribute a sine qua non unless the slogan of "safety first" is to be utterly disregarded. It is obvious that rapid acceleration and retardation put great strain on tyres and cause considerable abrasion. Watch the tyre marks on a macadam road and the extra abrasive effect can easily be seen near crossings, etc., where cars may have to pull up suddenly.

Maintaining a high average speed causes, as every motorist knows, the generation of considerable heat in the tyres, which in turn gradually cause degeneration of the component materials, particularly the rubber. This becomes softer and so more susceptible to the ever present abrasive strains. That the average driving speed is increasing cannot be doubted—roads are springing up all over the world on which vehicles are not allowed to travel under a certain fixed speed—and usually a high one. Notices are to be found—for example "slow down to 60 miles per hour"—in various places, which would have been regarded as misplaced sarcasm not long ago, but which undoubtedly go to prove that speeds are increasing; which means that more and more rubber must be used.

Tyre Materials

It also means that the materials of which tyres are made must be of the best if good service is required. In this connection it is interesting to note that the percentage of reclaimed to crude rubber used in America in February of this year was 43.6 per cent, against 49.9 per cent. for the same month last year whilst, since January, 1928, the highest and lowest figures have been 52.9 per cent. and 36.2 per cent., respectively.

Tin has suggested steadily over the period under review, a contango account being maintained all along until close on Friday, when prices were £217 12s. 6d. for "spot" (down £2 17s. 6d.) and £217 7s. 6d. for three months delivery (down £4 10s.). The backwardation of 5s. now shown may indicate a turn and cable advices from London state that this is anticipated. The decline appears to have been chiefly in sympathy with other metals, but a better tone prevailed at the close.

His Royal Highness referred especially to the service to India. This, with the exception of a single stage between Bale and Genoa, which will be at present taken by train, will enable passengers to reach Karachi in about six days, by air. Developments are proceeding also in Africa, and the Union Government has now made a substantial contribution and promised full support to a service which should bring Cape Town to within 122 days of Westminster. Recent months, we were reminded, had produced many interesting feats in aviation. Reference, for instance, was made by speakers to the 18,000-mile flight of Lady Bailey, who was present at the function.

Others mentioned by the Prince of Wales, in his survey, were Mr. Bentley, Mr. Murdoch and Captain Rattray. The latter, Provincial Commissioner in West Africa,



"Miss England," the superspeed 1,000 horsepower sea-sled, with which Major H. O. D. Segrave, of England, secured the title of the world's champion from Car Wood, at Miami. The boat is powered with a Napier-Lion aeroplane engine.

NINTH BIRTHDAY
INSTITUTE OF TRANSPORT

This year is the tenth year of the existence of the Institute of Transport, and the progress which the body has made in this period was naturally stressed at its ninth dinner, held on March 14. The Institute was fortunate this year in having as its principal guest His Royal Highness the Prince of Wales, whose travels surely entitle him to claim some knowledge of what the Institute, of which he is Hon. President, stands for.

The toast of the Institute having been proposed by Sir Arthur Stanley, it was replied to by His Royal Highness, who reviewed a great amount of ground in the course of his remarks. He reminded those present of the several types of transport to which he had at one time and another resorted, and referred to the great co-ordinated effort which enabled him to travel from the heart of Africa to the bedside of his Royal father in an exceptionally short time. In this journey the Enterprise covered 4,071 miles in eight days, while the subsequent railway journey was so well organised by the Italian, Swiss and French authorities that eleven hours were saved on the previous fastest run across Europe. As was natural with Sir W. Sefton Branker in the chair, a good many references were made during the evening to aviation.

had come home, learnt to fly and returned to his port in a Moth. The rescues from Kabul were also referred to as an example of the possibilities of the Royal Air Force.

Lastly His Royal Highness mentioned the fact that Imperial Airways machines, since the beginning of 1925, had flown 3¼ million miles without a single accident involving the death of a passenger.

The toast of "The Guests," put in an excellent and racy speech by Sir Sefton Branker, was replied to by Sir W. Joynton-Hicks and Mr. J. H. Thomas, the former dealing with the duties of policemen as they affected the lady motorist.

The health of the Chairman was proposed by Mr. R. T. Smith, immediate past president of the Institution. Altogether, the evening proved one of the most successful functions of its kind in the ten years' career of this energetic body.

CAR DESIGN

TREND TOWARD
SIMPLICITY

One of the most noteworthy aspects of progress in automotive design, which is reflected by the new models seen this season, is the increasing trend toward simplicity. It is almost axiomatic with engineers that the simplest mechanism is not only the best but the one most likely to give motorists the trouble-free service they have learned to expect from their cars.

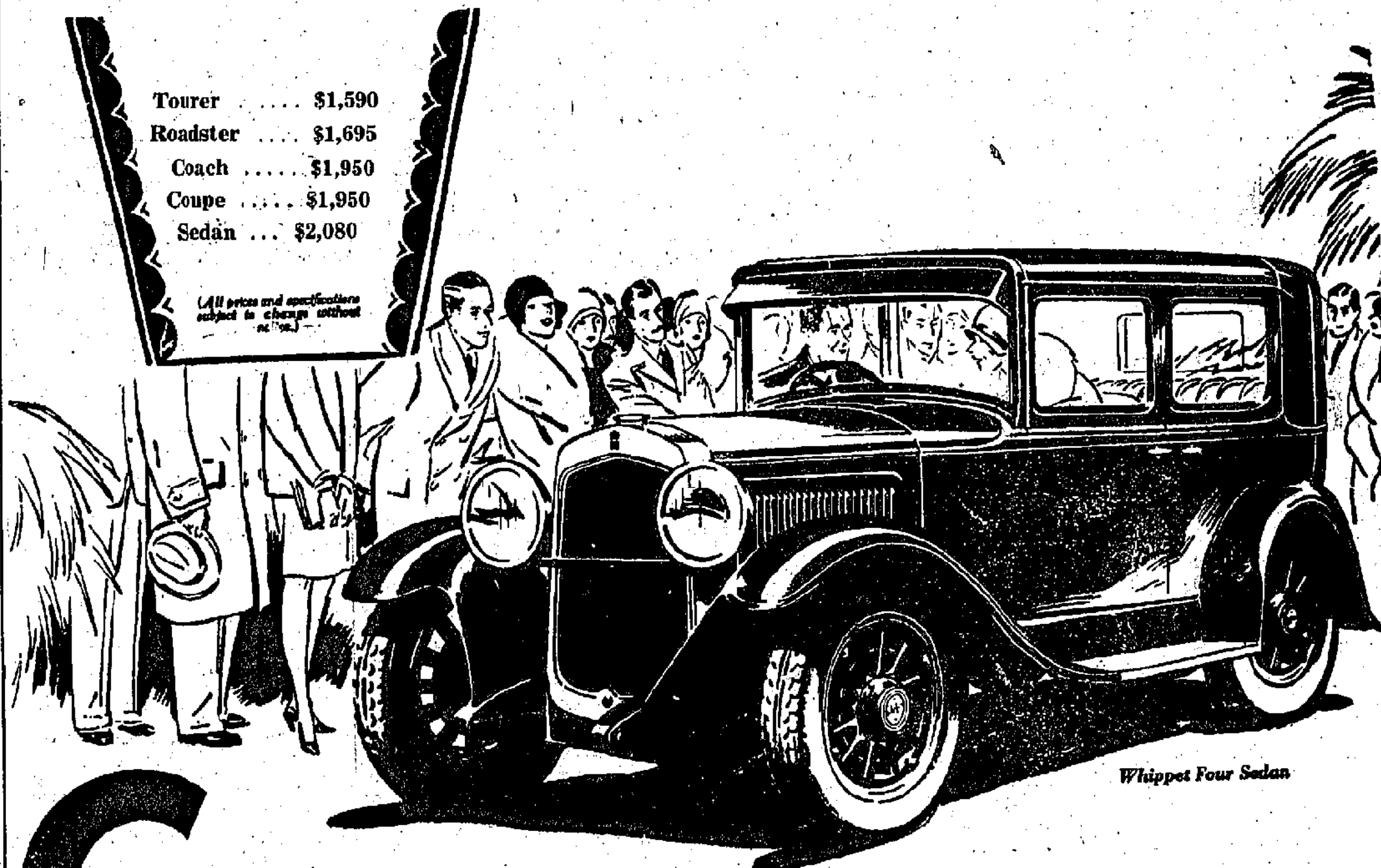
An outstanding example of this trend toward simplification is the mechanical fuel feed pump which has for some time been standard equipment on Studebaker cars, replacing the vacuum tank system of fuel supply which was formerly in use.

The pump is extremely simple in design. It is operated by a lever actuated by the cam shaft of the motor, thus automatically supplying the carburettor with petrol in strict proportion to the requirements of the motor.

In operation the pump draws fuel from the main petrol tank through a strainer built integral with the pump, and feeds it to the carburettor under very slight pressure. The action of the strainer eliminates all water and sediment in the fuel before it reaches the pump valve and passes into the carburettor, thus preventing sticking and freezing of the mechanism as well as carburettor trouble.

Sustained High Speeds
The whole mechanism weighs less than three pounds, requires no adjustment, and assures a constant, even supply of fuel to the carburettor for sustained high speed as well as for steady power when climbing steep grades.

Like all other improvements incorporated in Studebaker cars, the fuel pump was put through exhaustive tests in Studebaker's elaborate research laboratories and on the Studebaker Proving Ground before it was adopted. On tests for durability it was kept in continuous operation for more than 200,000 miles. It was tested with every grade of commercial petrol, and under all atmospheric and temperature conditions.



GREATER BEAUTY LARGER BODIES

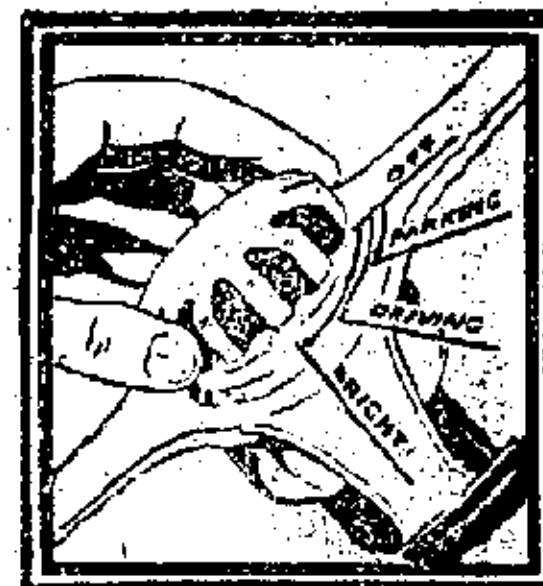
make it more than ever the leader of light car values

WHEN you see the new Superior Whippet, you appreciate that it is distinguished by beauty and style never before associated with an inexpensive car. The Whippet brings you costly car beauty and comfort at a low price.

Longer bodies, smart lines, rich colours, higher radiator, sweeping one-piece full crown fenders—all contribute to the distinctive appearance that makes the new Superior Whippet a car you will be proud to own.

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WILLYS - OVERLAND FINE MOTOR CARS

Seeks World Record in South Africa



Captain Malcolm Campbell, famous automobile racer, shown with his little daughter, failed in his attack on the world's speed record at Cape Town, South Africa. Captain Campbell raced his "Bluebird" at Daytona in the same contest when Ray Keech set the former record in the Triplex racer in which Lee Bible was killed trying to better the record.

Perhaps the most convincing tests it has undergone have occurred since it became a feature of standard equipment. It was a part of the equipment on The President, Eighties which recently set new official world records for speed and endurance by covering 30,000 miles in less than 30,000 minutes on the Atlantic City Speedway, maintaining an average speed of more than 68 miles per hour for 19 days and 18 nights of continuous travel. It was also called on to keep a steady flow of fuel passing into the carburettors of the Studebaker Commander motors which travelled 25,000 miles in less than 23,000 minutes on the same track. In both of these severe tests the fuel pumps performed perfectly.

CHRYSLER EXTEND

The Chrysler automobile interests announce that the company has secured a site for the erection of a Pacific Coast plant which will cost about \$7,000,000, and will facilitate the assembly of cars for the Oriental export market.



Daytona Beach, Florida.—Photo shows two excellent views of the futuristic Golden Arrow, photographed just before Major Segrave, who is seated in the car, set out on the first trial.

COLOUR-BLIND MEN

"25 PER CENT. CANNOT SEE RED"

The value of light signals to regulate road traffic was discussed at the Transport Commission's meeting, when Mr. Mervyn O'Gorman, vice-president of the Royal Automobile Club, declared that the employment of red lights was almost useless, as 25 per cent. of the male population was practically or totally colour blind.

The use of the red light, in connection with motor-cars should be abolished. It was an inheritance from the railway companies.

It was preferable to signal by means of form or shape rather than by colour. If the triangle was a danger sign there was no need for it to be red.

The chairman, Sir A. Griffiths Boscawen, asked Mr. O'Gorman why he referred to male motorists only.

"Because," he replied amid laughter, "no woman is colour blind. Colour blindness is a thing the female sex can transmit, but does not suffer from itself."

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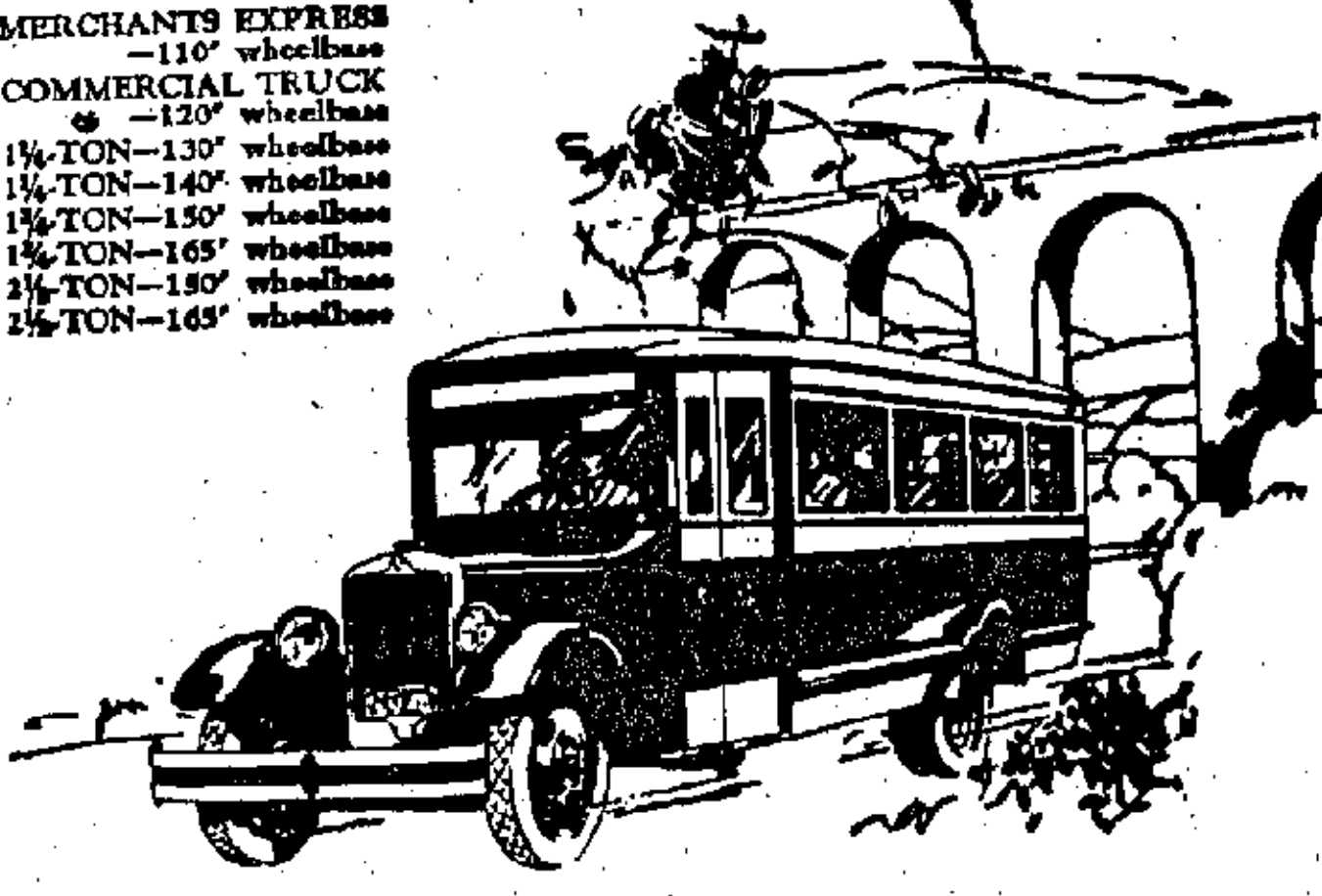
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1 1/2 TON - 150' wheelbase
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DUCO finish job. Then she'll look
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FORD'S INVASION OF FRANCE

The Ford Motors Co. of France has announced that it is increasing its capital stock by a considerable amount and plans an immediate programme of expansion. The increased capitalization scheme involves the sale of 52,000 additional

shares in the company, a subsidiary of the Ford motors organization of the United States, at 100 francs each. Paris dispatches on April 28, outlining the company's expansion programme, indicated that a majority of the new shares are expected to be taken up by French buyers.

RECORD SPEEDS**SOME INTERESTING COMPARISONS****CARS, PLANES, TRAINS, CYCLES.**

Comparative speeds always form a rather fascinating subject, particularly if the figures are recorded officially beyond the highest average attained over a set distance by any machine, or, for the matter of that, by any man (says the "Auto-car" in mail week).

No Common Formula

Unfortunately, it is extraordinarily difficult to reduce all the results to a common formula. The methods of timing and the means for ensuring accuracy in some sections of sport seem to be very much stricter than in others, and there is no central body to collect and classify the various times and speeds.

At the moment, of course, the aeroplane holds pride of place as regards maximum mechanical speed, which, taking into consideration the fact that an air course can be found anywhere—on unhindered course at that—is only to be expected. The recorded speed most accurately measured over a stretch traversed a number of times by the aeroplane, in order to obtain the true average, is 318.18 m.p.h., credited to Major Bernhardt with a Fiat-engine seaplane built for the Schneider Cup. He was said to have attained 342 m.p.h. on one run. This record will, it is hoped, be beaten before long by a British seaplane, and undoubtedly 400 m.p.h. will be reached in the course of the next few years.

Notable Land Record

On land a series of exciting contests has brought the speed up to 207.55 m.p.h., a very notable

Road Records Association has an official record of 50 miles at just under 25 miles per hour, which is really marvellous considering the circumstances. W. C. Hanson was timed this year on the Herne Hill track for flying mile, at 41.47 m.p.h. Man alone, without a machine, has covered 100 yards in 9.5 seconds, in America, which equals 21.55 m.p.h., and in the water, J. Weismuller swam 100 yards in 52 sec., approximately at 4 m.p.h., that is.

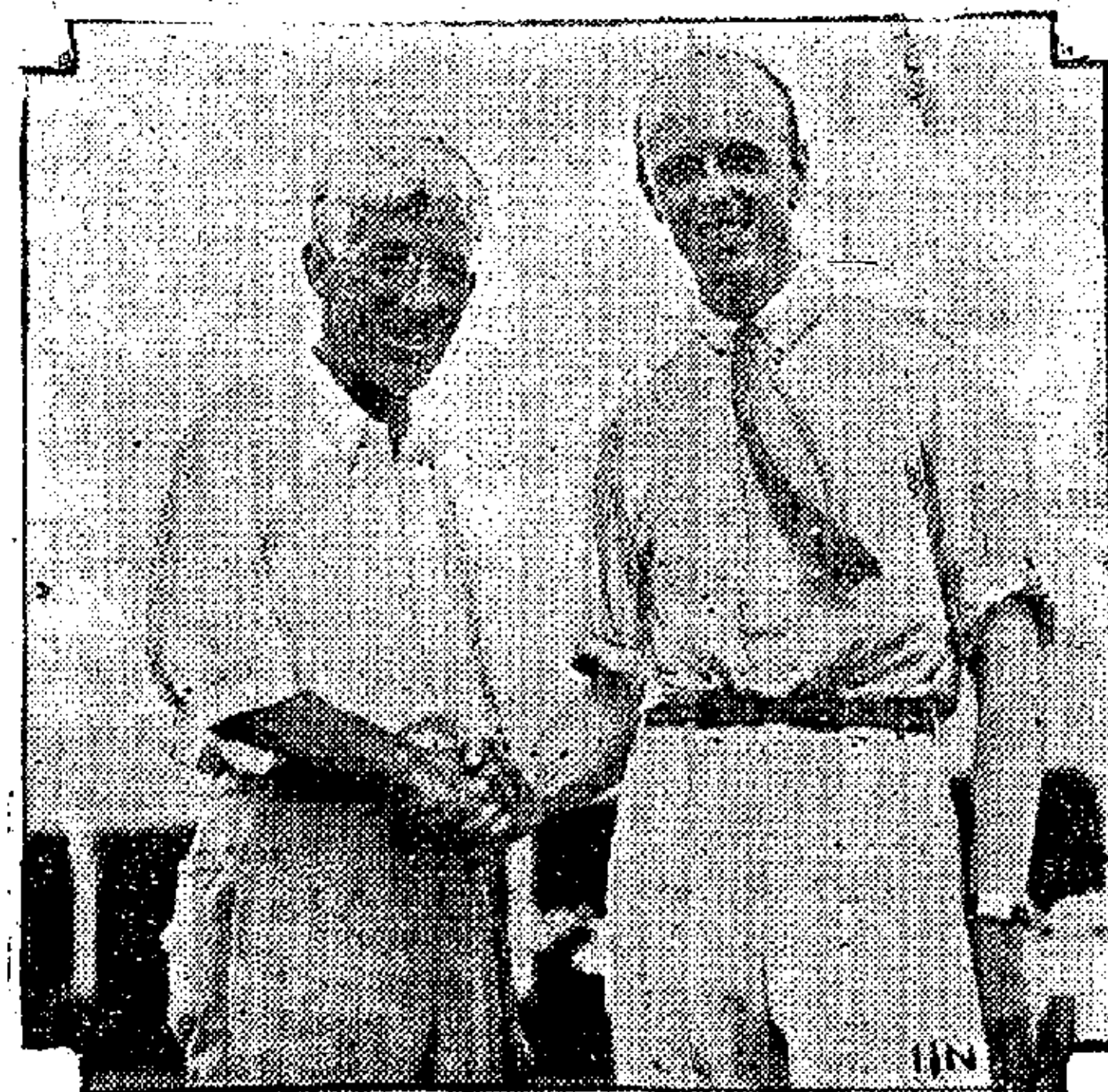
Horse racing is not timed officially, but one of the Derby winners averaged 34.95 m.p.h., which is a pretty good speed for 1 1/4 miles, while the trotting horses reach very nearly 30 m.p.h.

Greyhounds, covering a 250-yard course, have been known to average 35.65 m.p.h. after an electric hare, and as time goes on will probably reach 40 m.p.h.

Timing Birds in Flight

Quite the hardest of all creatures to time is a bird, the difficulty of persuading a bird to do its best over a measured distance being obvious. If the time be taken when a certain type of bird passes a given spot there is no accurate means of telling that it is the same bird which passes another point some time afterwards. The following figures are given merely for the sake of their interest, and just to show what people think about birds' speeds.

Gatke, a bird-watcher of Heligoland, made the startling assertion some time ago that a crow had covered 350 miles at 120 m.p.h., which led to a considerable amount of ribald criticism, along with the statement that plovers could fly at 240 m.p.h. That a homing pigeon can average over 30 m.p.h. for long distances, and maintain a matter of 55 m.p.h. for a few hours seems more reasonable, while certain falcons' alleged averages

Speedboat Rivals

Car Wood, left, and Major Segrave, holder of world's auto speed record, were perfectly frank with each other in their efforts to drive their speedboats to new records at Miami. "Miss England," the specially built boat which Segrave brought from England, was successful.

performance, considering that this was an average of runs first in one direction and then in the other along the mile course on Daytona Beach, by Ray Keech, with a chassis having three twelve-cylinder Liberty engines, developing considerably greater horsepower than the seaplane just mentioned.

It must be remembered that the great trouble facing drivers who attempt this record is that no really suitable course is available. In the case both of the seaplane and of the land machine the line marking the beginning of the measured distance was crossed at full speed. With the aeroplane a certain height has to be maintained during the record attempt, an instrument being carried to ensure that this regulation is enforced.

Astounding Performance

O. M. Baldwin, on a two-cylinder Zenith Jap, of 966 c.c., holds the motor cycle record with a speed of 124.62 m.p.h., which is the average of runs in two directions over a kilometre, and is a really astounding performance in view of the size of the engine.

In motor boating, Miss America VII, with two 1,100 h.p. Packard engines, averaged 92.838 m.p.h. in six runs over a nautical mile.

The G.W.R. engine, No. 3,065, on the Bristol-Paddington route, via Bath, attained a maximum of 91.8 m.p.h. in ordinary service; and the same company's locomotive, City of Truro, went up to 102.3 m.p.h. on a slight down grade. The railway company's engineers, however, are not able to develop speed, because, for one thing, the track is unsuitable, and the engines cannot run economically at a very high pace, apart from the question of the passengers' feelings.

Extraordinarily Interesting It is when one comes to bicycles propelled by human beings that the records become extraordinarily interesting, for, incredible as it may seem, Vanderstuyt covered 76 miles 505 yards in one hour on Montherly track, being, however, paced by a car in such fashion that the performance, strictly speaking, is artificial, the cyclist being "towed" by the back-wheel of the car. On the other hand, the

of 40 to 43 m.p.h. are not altogether outside the bounds of ordinary probabilities.

If a bird be difficult to time, how much more so is a fly, yet there are people who confidently assert that an extraordinary insect called a copomyia, no bigger than a humble bee, travels at 815 m.p.h., or at about half the speed of a rifle bullet. This raises the prospect of the insect's "flying-inch" record being rather sensational since some of the competitors would probably catch fire! Certainly the dragon fly's power of acceleration is terrific, but the suggestion of the comic insect travelling at over 800 m.p.h. takes so much believing that it is not a practical proposition.

GREAT ADVANCE IN "FINGER-TIP CONTROL"

The employment of the new "Finger-Tip Control" on the new Whippet Fours and Sixes and the Willys-Knight Sixes, products of the Willys-Overland Company, is declared by experts to be the greatest single advancement in driving convenience since the self-starter.

Perfected following many months of experimental research work, the development of the "Finger-Tip Control" represents another fundamental engineering achievement for the Toledo manufacturer. The development of this feature places at the fingers of the driver complete control of starting the motor, operating the lighting system and sounding the horn without moving the hands from the steering wheel.

The "Finger-Tip Control" is actuated at a knob or button in the centre of the steering wheel. By merely pulling up on this knob, it engages the starting switch so that it is no longer necessary for the driver to grope with his foot in the front compartment to engage the accelerator pedal, gear shift lever, and sometimes scratch shoes and stockings in an effort to find the starting button.

Old Method Inconvenient

The old method was not only inconvenient but lacked certain elements of safety which are assured through the "Finger-Tip Control" system. An example of this is illustrated when a motor stalls on a hill. Under the old system, it was necessary for the driver to use his emergency brake while he reached forward to the toe board with his right foot for the starter button. With the new system, the driver merely uses his foot brake to hold the car, pulls up on the "Finger-Tip Control" button, which starts his engine, shifts his car into gear and proceeds on his way. Under this system, there is no necessity for that rapid transfer of the right foot from brake pedal to starter, and possibly back again, a situation that in moments of emergency frequently resulted in discomfort and sometimes in disaster.

Another Safety Factor

In addition to the convenience of the "Finger-Tip Control" starter found in the centre of the steering wheel, an additional safety factor is found in the control of the lighting system by the same button, through a slight rotary movement. This rotary movement causes various contacts to be made in the switch so that the lights are either off, in parking position, in dim position, or in bright position. The distinct safety factor of this is seen in the driver absolutely controlling his lights at his finger tips without having to reach to the dash panel for changing the rays. The driver may be using his bright lights and when signalled for to change to dim lights, performs the operation conveniently, in the fraction of a second, without changing his driving position. As soon as he passes the oncoming car, he merely switches the button back to "bright" by turning the button at his finger tip. The horn is likewise operated on this same button by merely pressing it downward when necessary. These three factors give additional safety to the driver as well as being a marked convenience which sets a new high standard in the automobile field.

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BUYERS' GUIDE**MOTOR CARS.**

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
VAUXHALL.—Lane, Crawford, Ltd.
WHIPPET.—Gilman & Co., 4A, Des Voeux Rd., C.
WILLYS-KNIGHT.—Gilman & Co., 4A, Des Voeux Road Central.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLYS-KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.225.
MILLER ACCESSORIES.—At Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
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"NELEUS" 5th June New York, Boston & Baltimore

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POST OFFICE NOTICE.

LIST OF VESSELS EXPECTED TO BE IN WIRELESS COMMUNICATION WITH HONG KONG TO-DAY.
Perim, City of Delhi, Benvorlick, Sithonia, Talma, Kumsang, President McKinley, Kalyan, Empress of Asia, Tai Hing, Menado Maru, Himsang.
The usual morning Mail for Macao will not be despatched on the 13th and 14th inst.

INWARD MAILS.

From	Per
THURSDAY, MAY 9.	
Shanghai and Amoy	Kiukiang
FRIDAY, MAY 10.	
Amoy	Takada
Shanghai	Kalyan
Straits	Talma
U.S.A., Canada, Japan and Shanghai	President McKinley
Java	Tjikembang
SATURDAY, MAY 11.	
Straits	Suisang
Shanghai and Swatow	Soochow
SUNDAY, MAY 12.	
Straits	Kashima Maru
MANILA, MAY 13.	
Manila	President Taft

OUTWARD MAILS.

Per	THURSDAY, MAY 9.
Amoy	Kanchow 3.30 p.m.
Manila, Australia (except places North of Brisbane) and New Zealand via Brisbane	Himalaya Maru (Due Brisbane, 26th May.) Registration May 9, 4.15 p.m. Letters 5 p.m.
Shanghai, Japan and Europe via Siberia	Delta 4.30 p.m.
Saigon	Borneo 4.30 p.m.
Sam Shui and Wuchow	Kong Ning 4.30 p.m.
Shanghai	Tsuruga Maru 6 p.m.
FRIDAY, MAY 10.	
Swatow, Amoy and Foochow	Haiyang 2.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles	Kalyan (Due Marseilles, 8th June.) K.P.O. Parcels May 10, 4.30 p.m. Registration May 11, 9 a.m. Letters 10 a.m.
SATURDAY, MAY 11.	
Japan and Victoria B.C. (Due Victoria, B.C., 4th June.)	G.P.O. Parcels May 10, 5 p.m. Registration May 11, 9.45 a.m. Letters 10.30 a.m.
Manila and parcels only for Germany via Hamburg	Ixon Registration May 11, 9.15 a.m. Letters 10 a.m.
Manila	Ruhr 12.30 p.m.
Swatow	President McKinley 4.30 p.m.
Amoy	Sinkiang 5 p.m.
Amoy	Anking 5 p.m.
SUNDAY, MAY 12.	
Amoy and Formosa via Swatow	Canton Maru 9 a.m.
Swatow and Bangkok	Kaying 9 a.m.

*Correspondence bearing vessel's name only.

THE REPARATIONS PROBLEM

NEW DEVELOPMENT LABOUR M.P.'S. QUERIES IN HOUSE OF COMMONS PERCENTAGES DIFFICULTY

London, Yesterday.
The Committee of Experts on German reparations met in formal session in Paris to-day.
It is expected that its deliberations would throw further light on the suggestions for a reparations settlement which, according to reports in London, would operate unfavourably for Britain.
The experts having met primarily to determine the amount that Germany can pay in reparation, much surprise is expressed at these reports which state that proposals for a settlement involve a revision of the Spa scheme of percentages, on which the reparations should be allocated and that suggested variations should be made almost entirely at the expense of Great Britain.

The British press strongly emphasises the view that whatever reduction is allowed to Germany should be borne proportionately by all parties in receipt of German reparations.

The whole question, being still under examination and discussion, hopes are entertained that an agreement will eventually be reached which will safeguard the principle of the Balfour Note and will leave undisturbed the percentages agreed to at Spa in 1925.—British Wireless Service.

Col. Wedgwood's Anxiety
In the House of Commons, Col. J. C. Wedgwood asked whether Mr. Churchill had any communication from the Reparations' Committee to give the House and why the committee was dealing with the Spa percentages.

Mr. A. M. Samuel, on behalf of Mr. Churchill, asked Col. Wedgwood to repeat the question tomorrow and that Mr. Churchill would meanwhile consider whether he was able to make a statement.

Col. Wedgwood, in a supplementary question, asked whether the British representatives on the Reparations' Committee, were without information and instructions at this very critical moment.

The Speaker asked Col. Wedgwood to await Mr. Churchill's statement.
Col. Wedgwood: "We cannot wait. If we wait till tomorrow the country may be committed to another gift to the French people. Why is Mr. Churchill not in his place?"

Mr. Samuel explained that the question had only reached the Treasury that afternoon, and it was impossible to get information in the time given.

What is Being Done

Paris, Yesterday.
Following on the British disapproval of Mr. Owen Young's reparations' plan, there seems ground to suppose that Britain is willing to make some concession with regard to the proposed reduced German annuity, but considers that the sacrifices should be proportionate all round.

There is reason to believe that a counter-proposal is being prepared by "countries interested" (among which Britain would logically figure) for the distribution of the Allied

CANTON RADIO

NEW ADMINISTRATION NOW IN CONTROL

CHANGE REGRETTED

(From Our Own Correspondent.)

Canton, Yesterday.
The Kwangtung Wireless Administration, which was organised under the Government of Marshal Li Chai-sum, in close agreement with Hong Kong, has been put out of office and superseded by the Bureau of Radio Communications under the supervision of the National Construction Commission.

Apparently the former Administration was too soundly organised and run for the individuals of the post-Li Chai-sum regime to get anything out of it, for there was no earthly reason to put it out of office and organise a new administration in its stead.

The previous administration gave excellent service — by far the best ever known in Canton, which cannot yet be said of the new Bureau of Radio Communications, who have moved to a less central position and are extremely slack in sending and receiving messages, most of which take two hours to and from Hong Kong as against a maximum half-an-hour under the previous administration.

It is a great pity that this sort of thing should be continually happening, as it does not tend to inspire Chinese and foreign merchants with any great confidence in the future, which will have a derogatory effect on trade.

	degrees
Temperature, 10 a.m., to-day	74
Temperature, 2.30 p.m., yesterday	75
Humidity, 10 a.m., to-day	94
Humidity, 2.30 p.m., yesterday	92

shares which will be submitted to Mr. Young on May 9.

The hope prevails that the adoption of some such compromise may save the conference.

Early Telegrams

Paris, Yesterday.
Newspapers here concede that Great Britain has reason for dissatisfaction over Mr. Young's reparations plan which, according to the "Echo de Paris" allots Britain 1,000 million marks whereas she asked for 3,800 millions; but the paper goes on to ask why she previously did not join the French delegate in "administering a lesson to the debtor" and sending back Dr. Schacht on April 19 to the Dawes scheme.

The "Petit Parisien" points out that Britain's share of the reparations under the new scheme is so reduced that there is practically nothing left for the back debt payments to the United States, or for the Dominions.

German Figures
Berlin, Yesterday.
The latest figures of the Agent-General for Reparations show that the British Empire received 44 million marks last month, and 329 millions in the past eight months.

France received 100 millions and 742 millions respectively. The bulk of this latter is represented by deliveries in kind. Germany's payments totalled 200 millions and 1,413 millions of marks respectively.—Reuter.

WHAT BRITAIN PAYS IN PENSIONS

A COMPARISON EQUAL TO FRANCE AND GERMANY COMBINED £913,000,000 SPENT

London, Yesterday.
In the debate in the House of Commons to-day, on the vote for the Ministry of Pensions, Major Tryon, Minister of Pensions, said it was still almost the largest single vote for any of your great departments. The Ministry's work affected the weekly budget of about 1,000,000 families, and the number of their beneficiaries was about 1,500,000.

At the end of the current year we should have spent since the beginning of war—that was in the last 15 years—no less than £913,000,000 on war pensions. He had taken pains to ascertain how this compared with the expenditure of other great countries who, along with us, were most heavily engaged in the Great War.

He found that as compared with our £913,000,000 France had spent approximately £500,000,000 and Germany approximately £400,000,000, so that we had spent, roughly, an amount on pensions equal to those two great countries combined. Unlike other countries, we had adjusted our scale of pensions to meet the enhanced price of the cost of commodities so that the pensioner should not suffer. He estimated for the next few years expenditure on pensions would be about forty-five million sterling a year.—British Wireless Service.

DUKE IN JAPAN

IMPRESSIVE CEREMONY IN TOKYO

FLAGS PRESENTATION

Tokyo, Yesterday.
Returning the compliment of the Duke of Gloucester, who presented an Australian flag to Japanese Boy Scouts, Prince Takamatsu, in a short but impressive ceremony, during which a Boy Scout band played the British and Japanese National Anthems, this afternoon handed over two flags to Sir Thomas Coombe, Chief Scout of Australia for presentation to the Australian Scouts.

Interest attached to the ceremony because of the fact that a new precedent is thus set, as no Imperial Prince has hitherto taken a direct interest in the Scout movement.

Duke's Strenuous Round
After a strenuous round of official entertainments since his arrival, the Duke, in spite of the rain, spent the morning and afternoon riding and golfing with Princes Asaka, Konoye, Higashikuni, and others.

He lunched informally at the Komazawa Golf Club, together with about thirty members. This evening he is giving a banquet to Japanese notables in the Kasumigaseki Palace, to return their hospitality, after which he will attend a ball at the British Embassy.—Reuter.

AFGHANISTAN

HEAVY FIGHTING NOW IN PROGRESS

VICTORIES CLAIMED

Simla, Yesterday.
A notable victory for Bachai Saka is claimed by Abdur Rahim's capture of the town of Herat in north-west Afghanistan.

On the contrary, however, Chulam Nabi, the Afghan ex-Minister to Moscow on behalf of Amanullah, holds Mazarisharafi, from where Abdur Rahim's famous march on Herat began.—Reuter.

SAILOR KILLED

STABBED TO DEATH AT SHASI

TELEGRAPHIST ON "TERN"

Hankow, Yesterday.
Telegraphist J. H. Snow, of H.M.S. "Tern," was stabbed to death when ashore at Shasi on Sunday last. No details are available.

The body was later recovered by the Chinese police, and handed over to the "Tern" for burial.—Reuter.

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Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at 3a, Wyndham Street, Hong Kong.